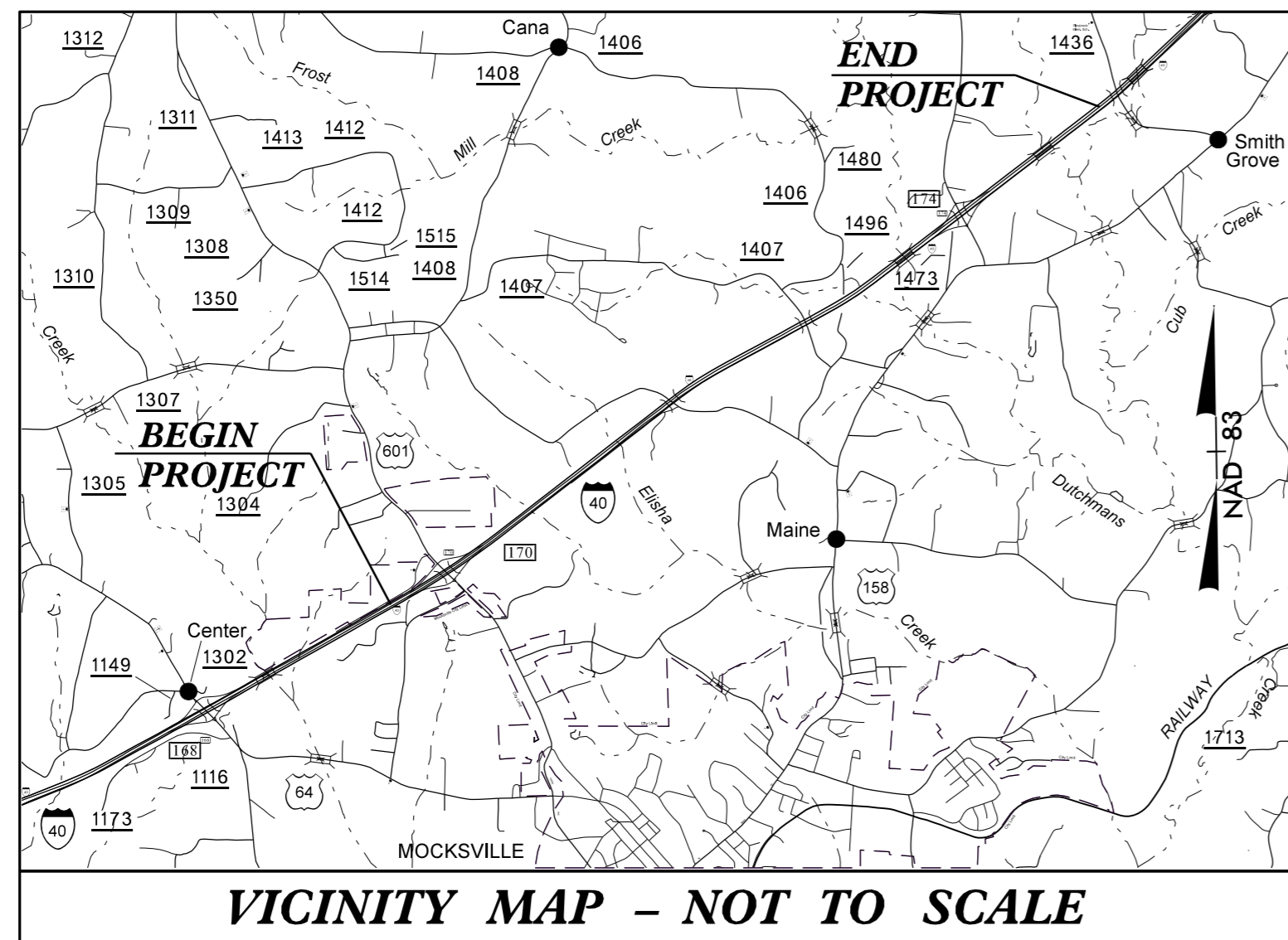


09/08/99

See Sheet 1-A For Index of Sheets



VICINITY MAP - NOT TO SCALE

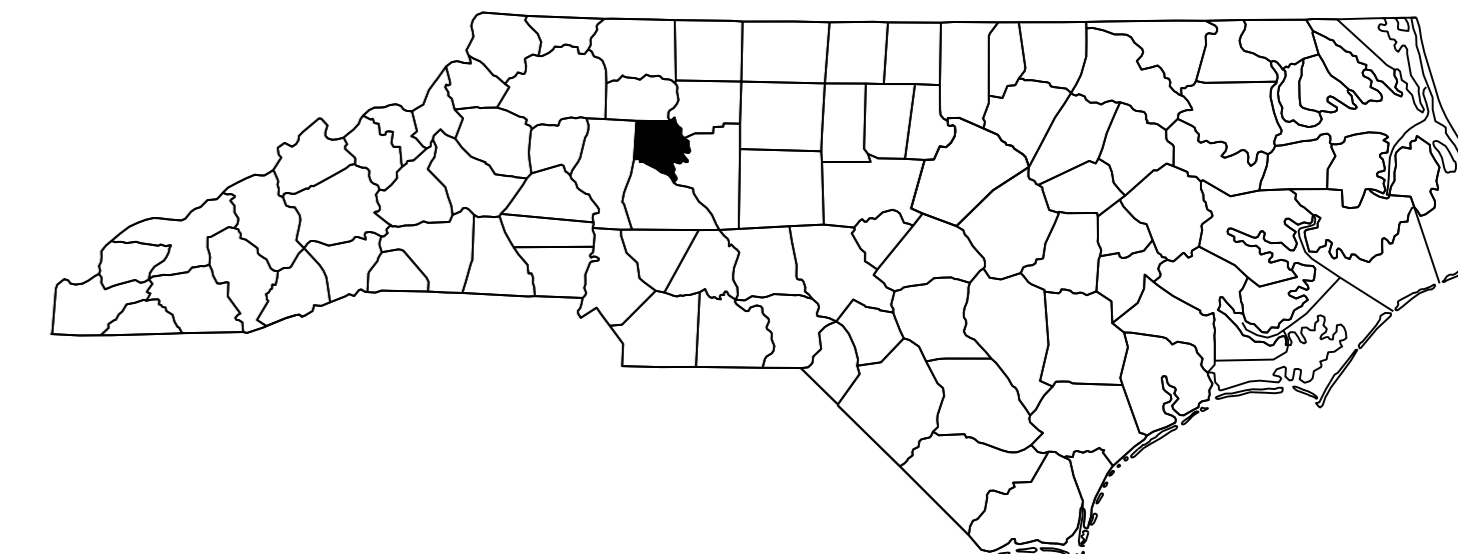
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**DAVIE COUNTY**

**LOCATION: I-40 FROM 0.5 MILES WEST OF US 601 TO 1.2 MILES EAST OF SR 1410 (FARMINGTON RD.)**

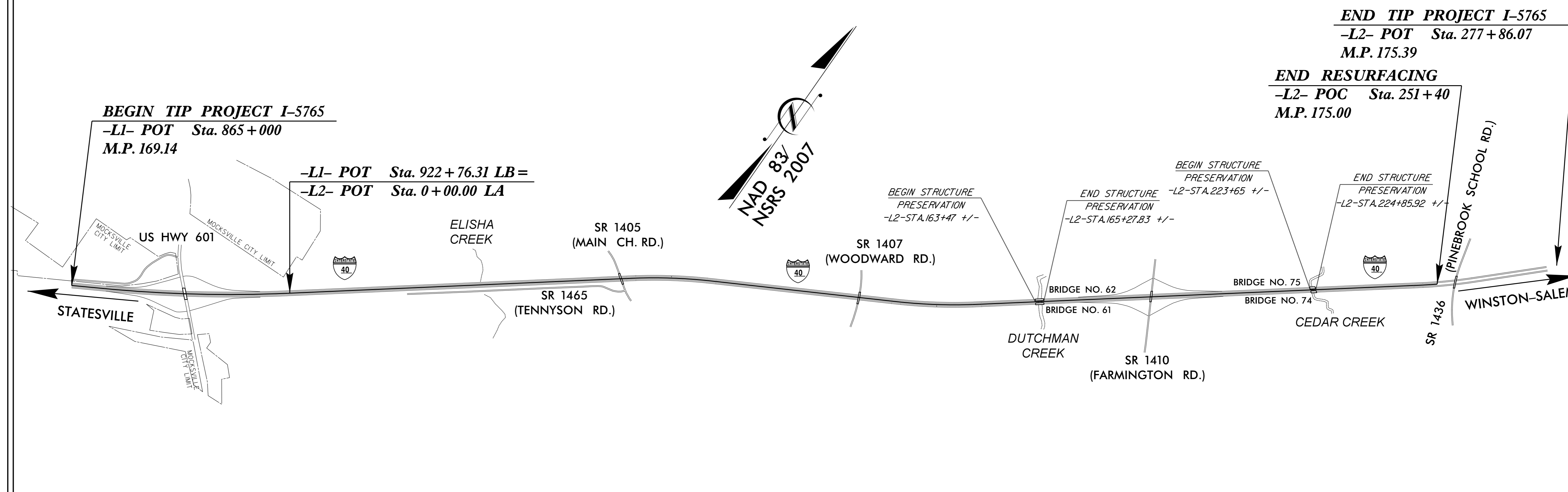
**TYPE OF WORK: PAVEMENT REHABILITATION, GUARDRAIL REPLACEMENT, GRADING, AND BRIDGE PRESERVATION**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5765	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
53008.1.1	NHPP-0040(028)	PE	
53008.3.1	NHPP-0040(028)	CONST	



**TIP PROJECT: I-5765**

**CONTRACT: C203929**



NOTE: STATIONING REFLECTS EXISTING STAMPED STATIONS INSTALLED UNDER PROJECTS 8.1732403 AND 8.1732503.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

**GRAPHIC SCALES**

N/A

**DESIGN DATA**

ADT 2013 = 37,000  
 ADT 2030 = 78,600  
 DHV = 10 %  
 D = 60 %  
 T = 24 % \*  
 V = 75 MPH  
 \* TTST = 13 DUAL 4  
 FUNC CLASS =  
 INTERSTATE  
 STATEWIDE TIER  
 (REFERENCE PROJECT I-3600)

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT I-5765 = 6.300 MILES  
 LENGTH STRUCTURE TIP PROJECT I-5765 = 0.057 MILES  
 TOTAL LENGTH TIP PROJECT I-5765 = 6.357 MILES

Prepared in the Office of:  
**DIVISION OF HIGHWAYS**  
 1000 Birch Ridge Dr., Raleigh NC, 27610

2012 STANDARD SPECIFICATIONS

N/A

LETTING DATE:  
 FEBRUARY 21, 2017

J. BRETT ABERNATHY, PE, PLS  
 PROJECT ENGINEER

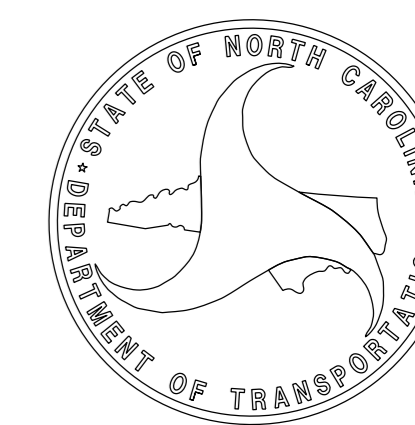
WILLIAM A. BLANTON, PE, PLS  
 PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**


DocuSigned by:  
 William A. Blanton  
 1/5/2017  
 SIGNATURE: P.E.

**ROADWAY DESIGN ENGINEER**

DocuSigned by:  
 William A. Blanton  
 1/5/2017  
 SIGNATURE: P.E.



03-JAN-2017 14:08 S:\DDC\2016-15-15765-140-Davie\15765-ddc-tsh.dgn \$\$\$USERNAME\$\$\$

PROJECT REFERENCE NO. 1-5765	SHEET NO. 1-A
ROADWAY DESIGN ENGINEER	
	
DocuSigned by: <i>William A. Blanton</i> 1/5/2017	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
1C-1	SURVEY CONTROL SHEETS
2A-1	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 THRU 2B-2	ROADWAY DETAILS
2C-1 THRU 2C-3	SPECIAL DETAILS
3B-1 THRU 3B-2	ROADWAY SUMMARIES
3D-1	DRAINAGE SUMMARIES
3G-1	GEOTECHNICAL SUMMARIES
4	PLAN AND PROFILE SHEET
TMP-1 THRU TMP-15	TRAFFIC MANAGEMENT PLANS
EC-1 THRU EC-3	EROSION CONTROL PLANS
S-1 THRU S-35	STRUCTURE PLANS

GENERAL NOTES: 2012 SPECIFICATIONS  
EFFECTIVE: 01-17-2012  
REVISED: 10-31-2014

GRADING AND SURFACING OR RESURFACING AND WIDENING:  
THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

SUPERELEVATION:  
ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:  
ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.02

SHOULDER DRAINS:  
SHOULDER DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 816.02 AND DETAILS IN PLANS AT LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL:  
THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

2012 ROADWAY ENGLISH STANDARD DRAWINGS  
EFF. 01-17-2012  
REV. 02-29-2016

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD. NO.	TITLE
DIVISION 2 - EARTHWORK	
225.01	Guide for Grading Subgrade - Interstate and Freeway
225.05	Method of Obtaining Superelevation - Divided Highways
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.02	Method of Shoulder Construction - High Side of Superelevated Curve - Method II (Sheet 2 of 3 is no longer applicable)
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
610.02	Guide for Paving Shoulders Under Bridges - Method II
665.01	Asphalt Shoulders - Milled Rumble Strips
DIVISION 8 - INCIDENTALS	
816.01	Concrete Pads - for Shoulder Drain Installation
816.02	Aggregate Shoulder Drain
816.04	Markers for Drainage Structure and Concrete Pad
840.19	Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe
840.22	Frames and Wide Slot Sag Grates
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.28	Brick Grated Drop Inlet Type 'D' - 12" thru 36" Pipe
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
862.04	Anchoring End of Guardrail - B-77 and B-83 Anchor Units
865.01	Cable Guiderail

# STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

## CONVENTIONAL PLAN SHEET SYMBOLS

*Note: Not to Scale*      \*S.U.E. = *Subsurface Utility Engineering*

04/05/15

### BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Property Corner	----->
Property Monument	□ EDM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	----- WLB
Proposed Wetland Boundary	----- WLB
Existing Endangered Animal Boundary	----- EAB
Existing Endangered Plant Boundary	----- EPB
Existing Historic Property Boundary	----- HPB
Known Contamination Area: Soil	☠ S ☠
Potential Contamination Area: Soil	?? S ??
Known Contamination Area: Water	☠ W ☠
Potential Contamination Area: Water	?? W ??
Contaminated Site: Known or Potential	☠☠

### BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	□

### HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	----- JS
Buffer Zone 1	----- BZ 1
Buffer Zone 2	----- BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

### RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

### RIGHT OF WAY:

Baseline Control Point	◆
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	----- RW
Proposed Right of Way Line with Iron Pin and Cap Marker	----- RW
Proposed Right of Way Line with Concrete or Granite R/W Marker	----- RW
Proposed Control of Access Line with Concrete CA Marker	----- CA
Existing Control of Access	----- CA
Proposed Control of Access	----- CA
Existing Easement Line	----- E
Proposed Temporary Construction Easement	----- E
Proposed Temporary Drainage Easement	----- TDE
Proposed Permanent Drainage Easement	----- PDE
Proposed Permanent Drainage / Utility Easement	----- DUE
Proposed Permanent Utility Easement	----- PUE
Proposed Temporary Utility Easement	----- TUE
Proposed Aerial Utility Easement	----- AUE
Proposed Permanent Easement with Iron Pin and Cap Marker	◆

### ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	----- C
Proposed Slope Stakes Fill	----- F
Proposed Curb Ramp	----- CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

### VEGETATION:

Single Tree	☼
Single Shrub	☼
Hedge	-----
Woods Line	-----

Orchard	☼☼☼☼
Vineyard	□ Vineyard

### EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	----- CONC
Bridge Wing Wall, Head Wall and End Wall	----- CONC WW
MINOR:	
Head and End Wall	----- CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	○ S
Storm Sewer	----- S

### UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	●
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	----- P
U/G Power Line LOS C (S.U.E.*)	----- P
U/G Power Line LOS D (S.U.E.*)	----- P

### TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊠
Telephone Cell Tower	⊠
U/G Telephone Cable Hand Hole	●
U/G Telephone Cable LOS B (S.U.E.*)	----- T
U/G Telephone Cable LOS C (S.U.E.*)	----- T
U/G Telephone Cable LOS D (S.U.E.*)	----- T
U/G Telephone Conduit LOS B (S.U.E.*)	----- TC
U/G Telephone Conduit LOS C (S.U.E.*)	----- TC
U/G Telephone Conduit LOS D (S.U.E.*)	----- TC
U/G Fiber Optics Cable LOS B (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS C (S.U.E.*)	----- T FO
U/G Fiber Optics Cable LOS D (S.U.E.*)	----- T FO

### WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	----- W
U/G Water Line LOS C (S.U.E.*)	----- W
U/G Water Line LOS D (S.U.E.*)	----- W
Above Ground Water Line	----- A/G Water

### TV:

TV Pedestal	⊠
TV Tower	⊗
U/G TV Cable Hand Hole	⊠
U/G TV Cable LOS B (S.U.E.*)	----- TV
U/G TV Cable LOS C (S.U.E.*)	----- TV
U/G TV Cable LOS D (S.U.E.*)	----- TV
U/G Fiber Optic Cable LOS B (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS C (S.U.E.*)	----- TV FO
U/G Fiber Optic Cable LOS D (S.U.E.*)	----- TV FO

### GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	----- G
U/G Gas Line LOS C (S.U.E.*)	----- G
U/G Gas Line LOS D (S.U.E.*)	----- G
Above Ground Gas Line	----- A/G Gas

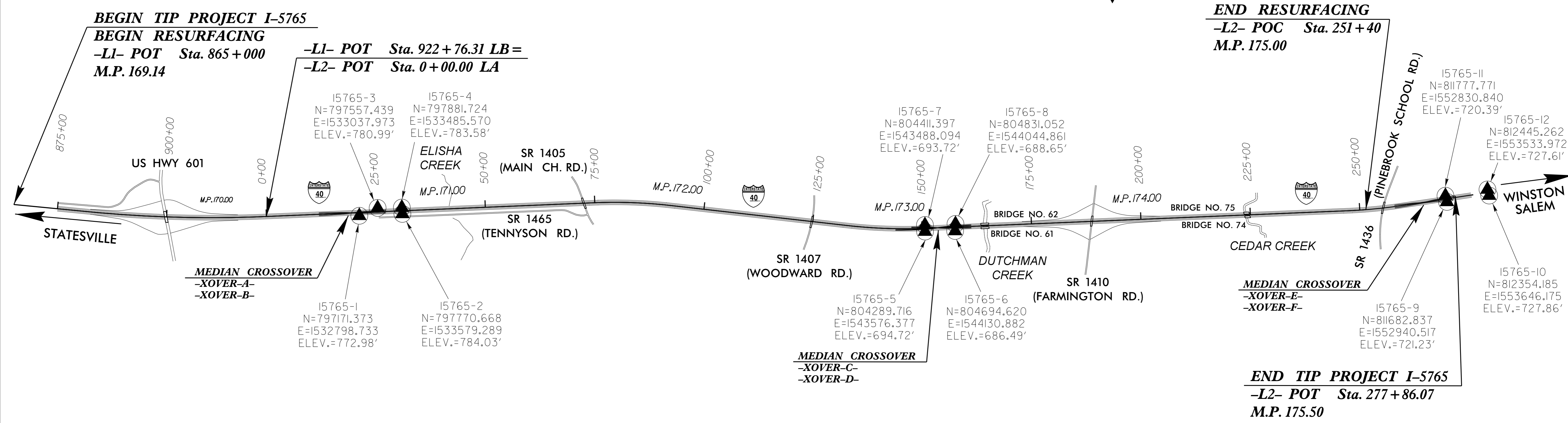
### SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	----- SS
Above Ground Sanitary Sewer	----- A/G Sanitary Sewer
SS Forced Main Line LOS B (S.U.E.*)	----- FSS
SS Forced Main Line LOS C (S.U.E.*)	----- FSS
SS Forced Main Line LOS D (S.U.E.*)	----- FSS

### MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	⊠
Utility Located Object	○
Utility Traffic Signal Box	⊠
Utility Unknown U/G Line LOS B (S.U.E.*)	----- ?U/L
U/G Tank; Water, Gas, Oil	□
Underground Storage Tank, Approx. Loc.	⊠
A/G Tank; Water, Gas, Oil	□
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

# SURVEY CONTROL SHEET I-5765



**DATUM DESCRIPTION**

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "15765-5"

WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF  
 NORTHING: 804289.716(ft) EASTING: 1543576.377(ft)  
 ELEVATION: 694.72(ft)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999918688

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "15765-5" TO -L2- STATION 0+00.00 IS  
 S 56°16'01.7" W 15035.84'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES  
 VERTICAL DATUM USED IS NAVD 88

SURVEY CONTROL POINTS							
POINT	DESC.	NORTH	EAST	ELEVATION	L2 STATION	OFFSET	
1	15765-1	797171.3730	1532798.7330	772.98	21+19.57	72.04	RT
2	15765-2	797770.6680	1533579.2890	784.03	31+03.65	70.75	RT
3	15765-3	797557.4390	1533037.9730	780.99	25+44.23	89.04	LT
4	15765-4	797881.7240	1533485.5700	783.58	30+96.76	74.41	LT
5	15765-5	804289.7160	1543576.3770	694.72	150+67.10	73.60	RT
6	15765-6	804694.6200	1544130.8820	686.49	157+53.37	88.90	RT
7	15765-7	804411.3970	1543488.0940	693.72	150+70.61	76.69	LT
8	15765-8	804831.0520	1544044.8610	688.65	157+67.96	71.73	LT
9	15765-9	811682.8370	1552940.5170	721.23	269+97.21	70.66	RT
10	15765-10	812354.1850	1553646.1750	727.86	279+71.20	71.56	RT
11	15765-11	811777.7710	1552830.8400	720.39	269+83.32	73.73	LT
12	15765-12	812445.2620	1553533.9720	727.61	279+52.82	71.78	LT

**NOTES:**

▲ INDICATES GEODETIC CONTROL MONUMENTS USED OR SET FOR HORIZONTAL PROJECT CONTROL BY THE NCDOT DIVISION 9 DDC UNIT.  
 PROJECT CONTROL ESTABLISHED USING GLOBAL POSITIONING SYSTEM.

NOTE: DRAWING NOT TO SCALE

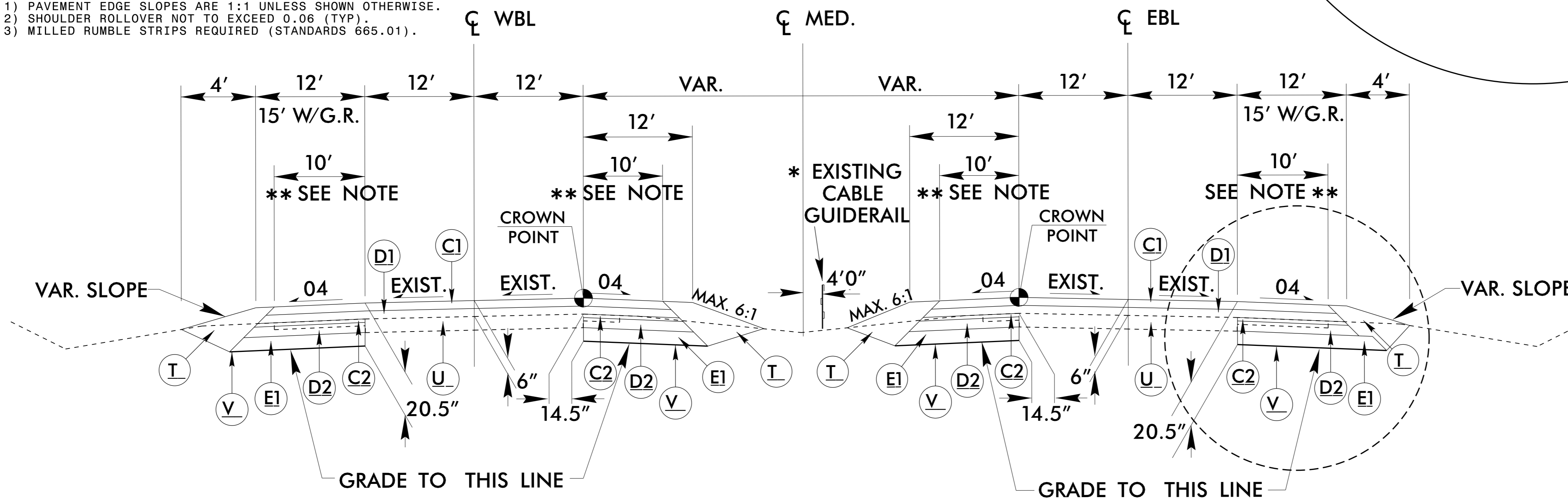
5/14/99  
 I:\SSA\DDC\2016-15765\15765.dwg  
 01-NOV-2016 08:37  
 I:\SSA\DDC\2016-15765\15765.dwg

5/14/99

### PAVEMENT SCHEDULE

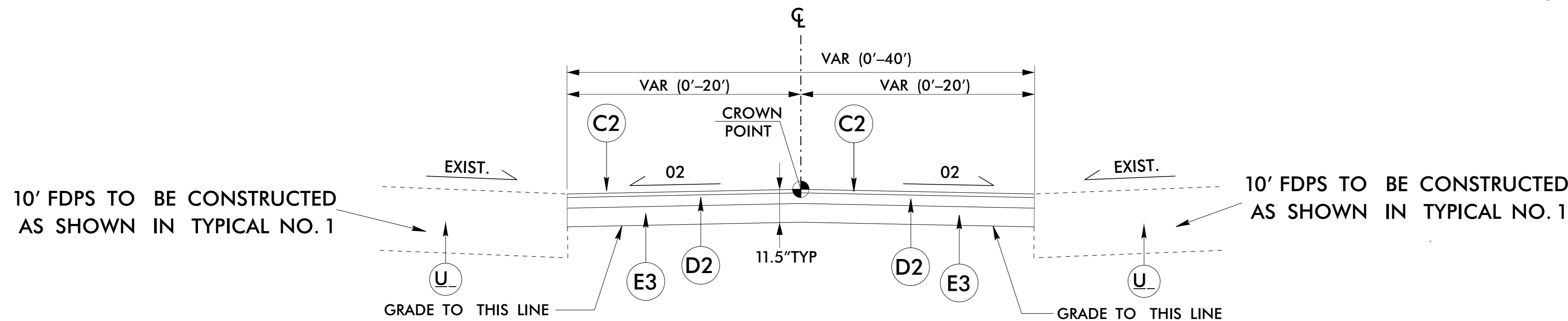
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	E3	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 1 1/2" IN DEPTH OR GREATER THAN 2" IN DEPTH.	R1	REPAIR OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (SEE DETAIL)
D1	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	R2	10" CONCRETE SLEEPER SLAB (SEE DETAIL SHEET 2C-3)
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	T	EARTH MATERIAL.
D3	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2.5" IN DEPTH OR GREATER THAN 4" IN DEPTH.	U	EXISTING PAVEMENT.
E1	PROP. APPROX. 10" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	V	GEOTEXTILE FOR SOIL STABILIZATION (AS DIRECTED BY ENGINEER)

- NOTES:  
 1) PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.  
 2) SHOULDER ROLLOVER NOT TO EXCEED 0.06 (TYP).  
 3) MILLED RUMBLE STRIPS REQUIRED (STANDARDS 665.01).



### TYPICAL SECTION NO. 1

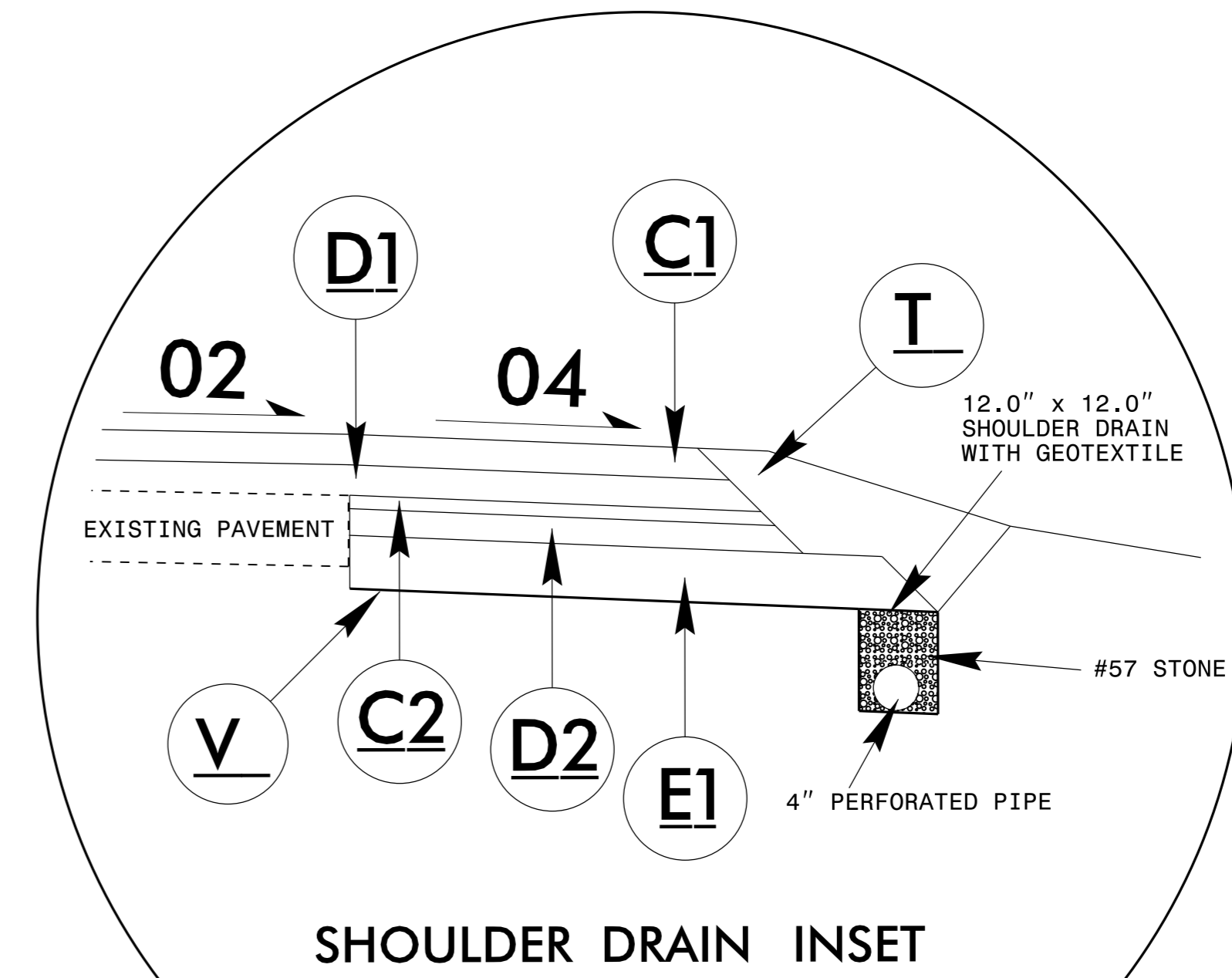
- \* NOTE : DO NOT DISTURB EXISTING CABLE GUIDERAIL
- \*\* NOTE : MILLED RUMBLE STRIPS REQUIRED (STD. 665.01)



### CROSSOVER TYPICAL SECTION

10' FDPS TO BE CONSTRUCTED AS SHOWN IN TYPICAL NO. 1

10' FDPS TO BE CONSTRUCTED AS SHOWN IN TYPICAL NO. 1



### SHOULDER DRAIN INSET

PROJECT REFERENCE NO. 1-5765	SHEET NO. 2A-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER WILLIAM A. BLANTON PROFESSIONAL SEAL 025499 1/4/2017	PAVEMENT DESIGN ENGINEER CLARK S. MORRISON PROFESSIONAL SEAL 22896 1/4/2017
DocuSigned by: William A. Blanton	DocuSigned by: Clark S. Morrison
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

### USE TYPICAL SECTION NO. 1

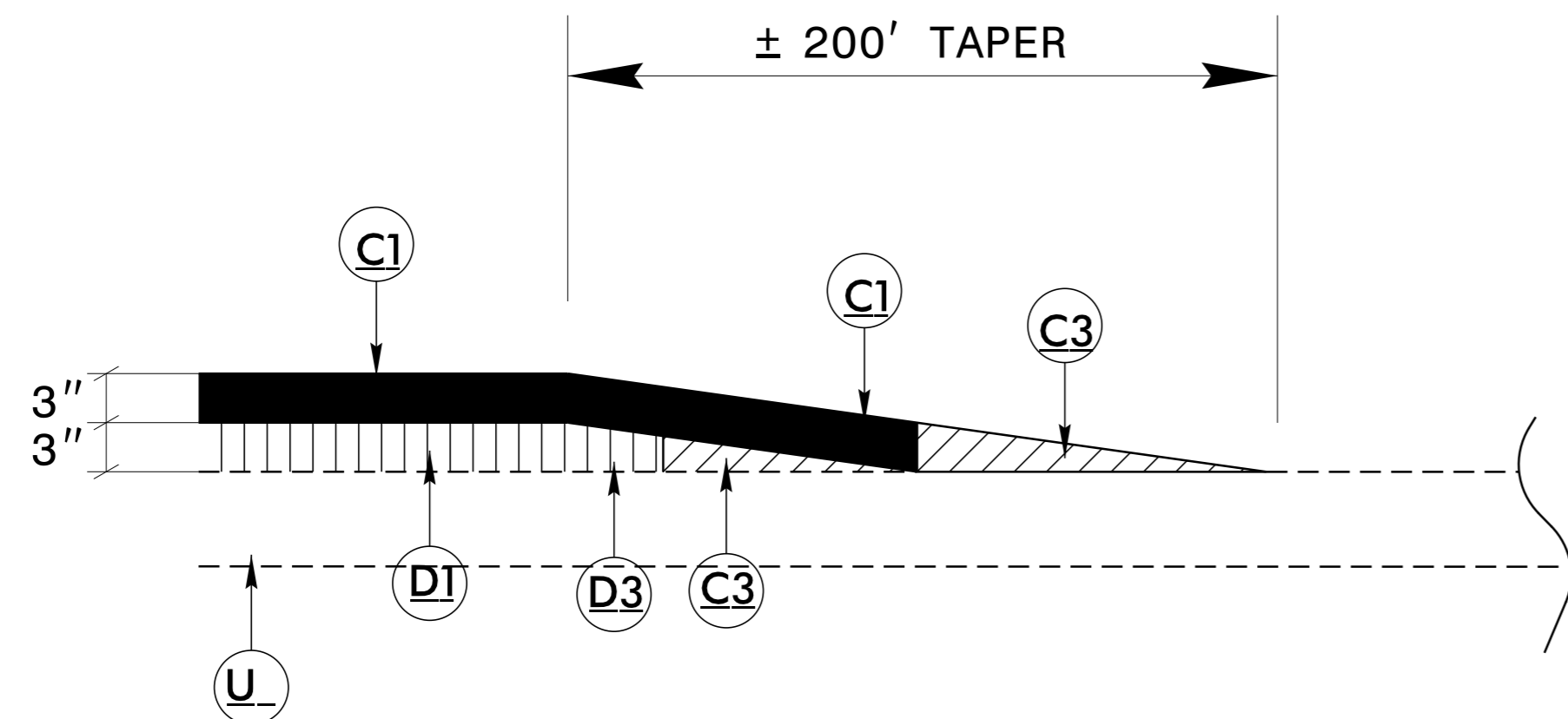
- L1- STA. 865+00 TO 922+76.31 (+/-)
- L2- STA. 0+00 TO 163+47 (+/-)
- L2- STA. 165+27.83 TO 223+65 (+/-)
- L2- STA. 224+85.92 TO 251+40 (+/-)

### USE CROSSOVER TYPICAL SECTION

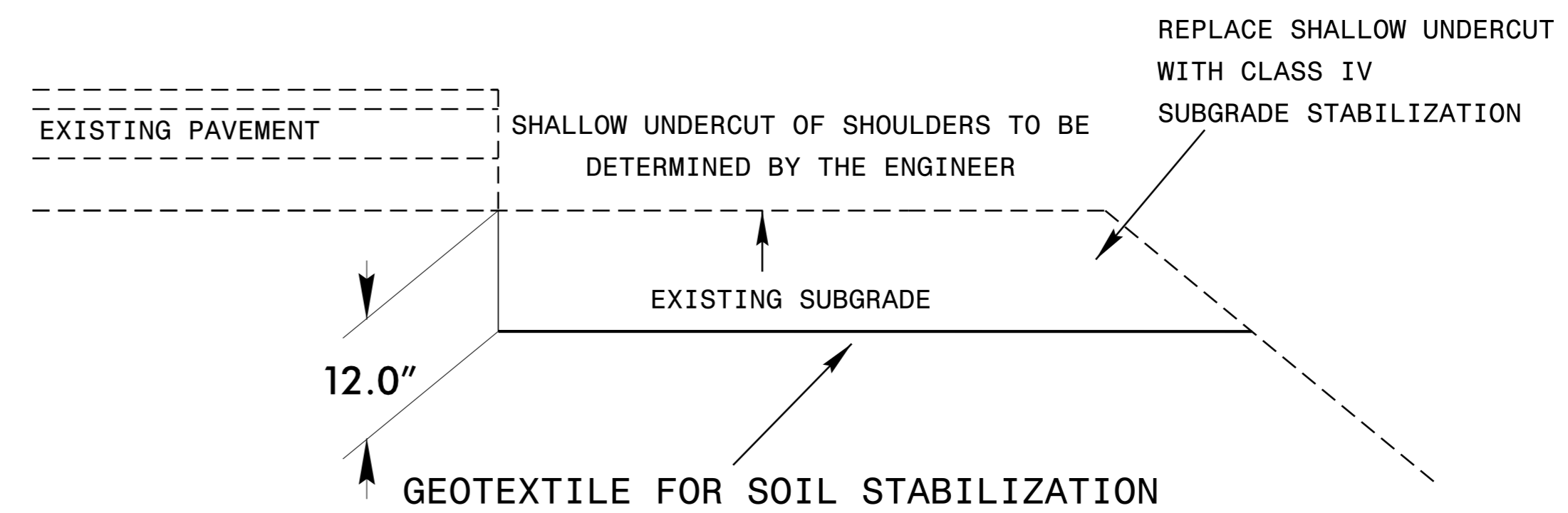
- XOVER-A- 0+00 TO 17+42.83 (+/-)
- XOVER-B- 0+00 TO 17+42.83 (+/-)
- XOVER-C- 0+00 TO 15+77.72 (+/-)
- XOVER-D- 0+00 TO 26+55.57 (+/-)
- XOVER-E- 0+00 TO 19+18.88 (+/-)
- XOVER-F- 0+00 TO 16+55.88 (+/-)

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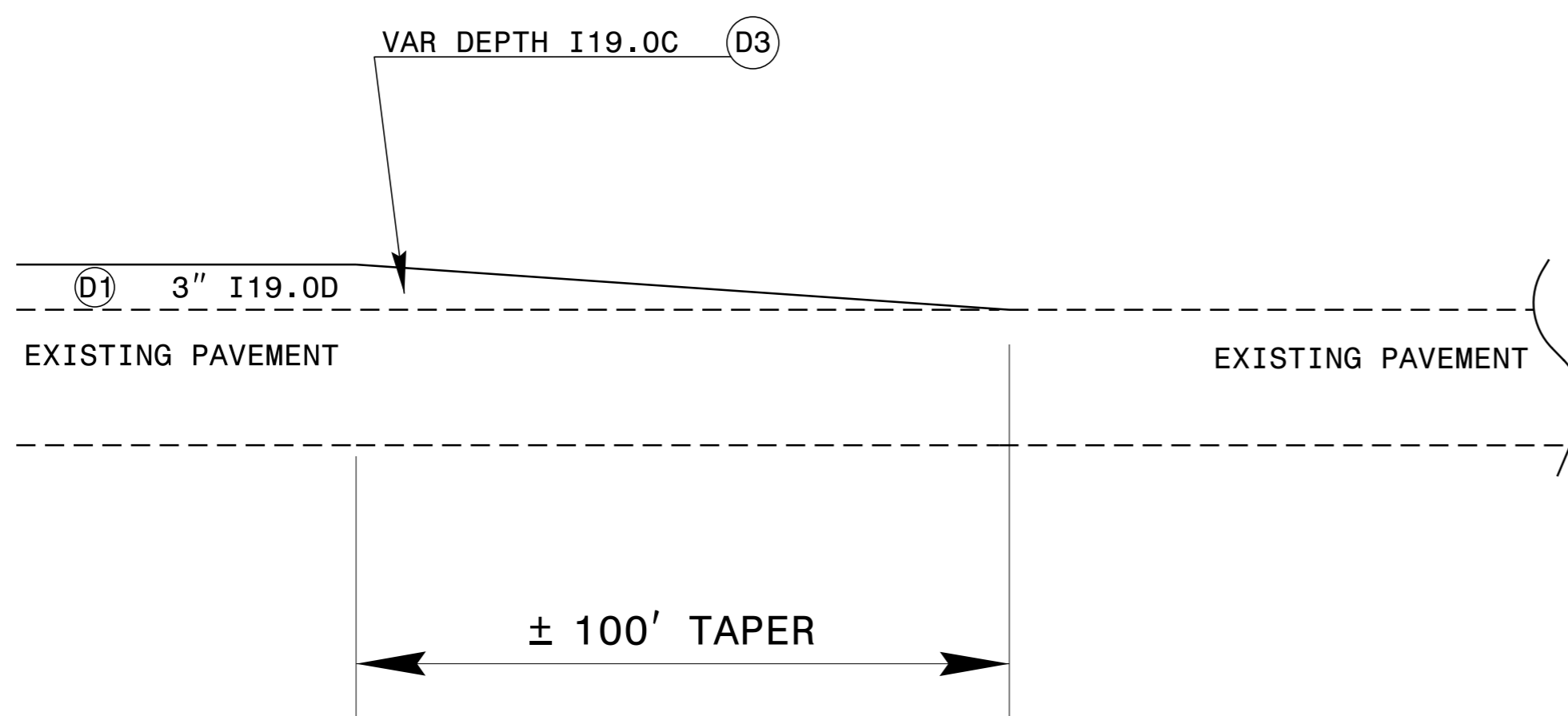
5/14/99



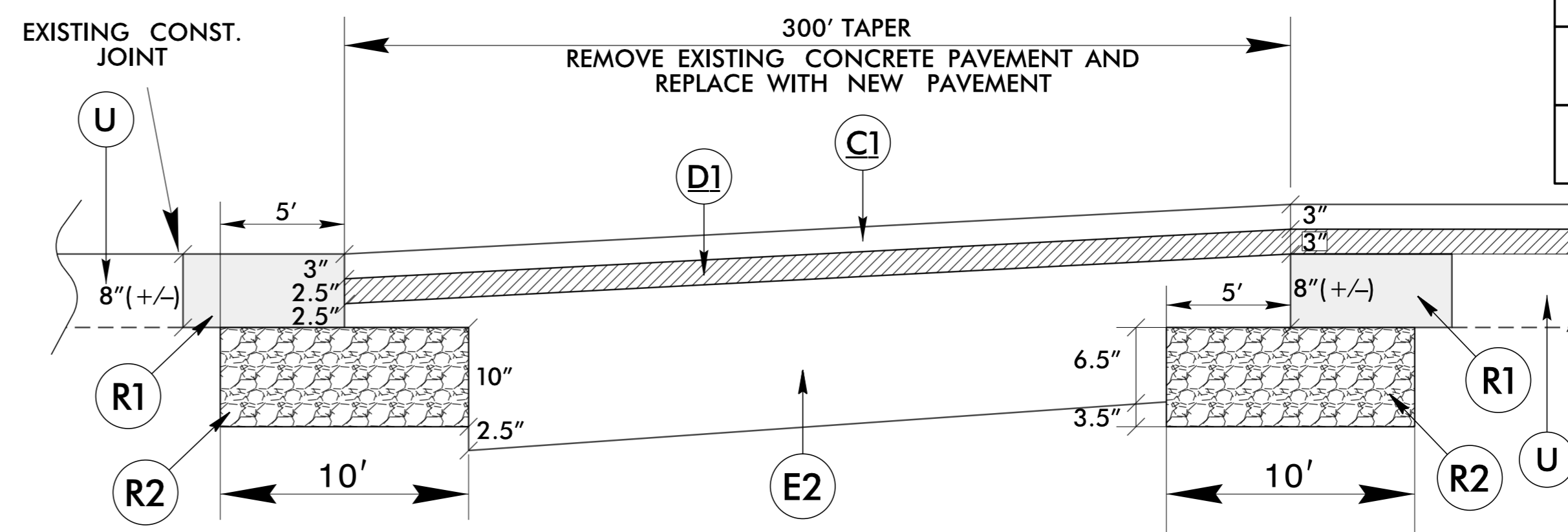
**DETAIL OF PAVEMENT FEATHERING**  
NOTE : TIE RAMPS IN AT THE BACK OF GORE



**DETAIL SHOWING SHOULDER SHALLOW UNDERCUT**



**DETAIL SHOWING TEMPORARY TAPERING AND TIE-INS DURING CONSTRUCTION**



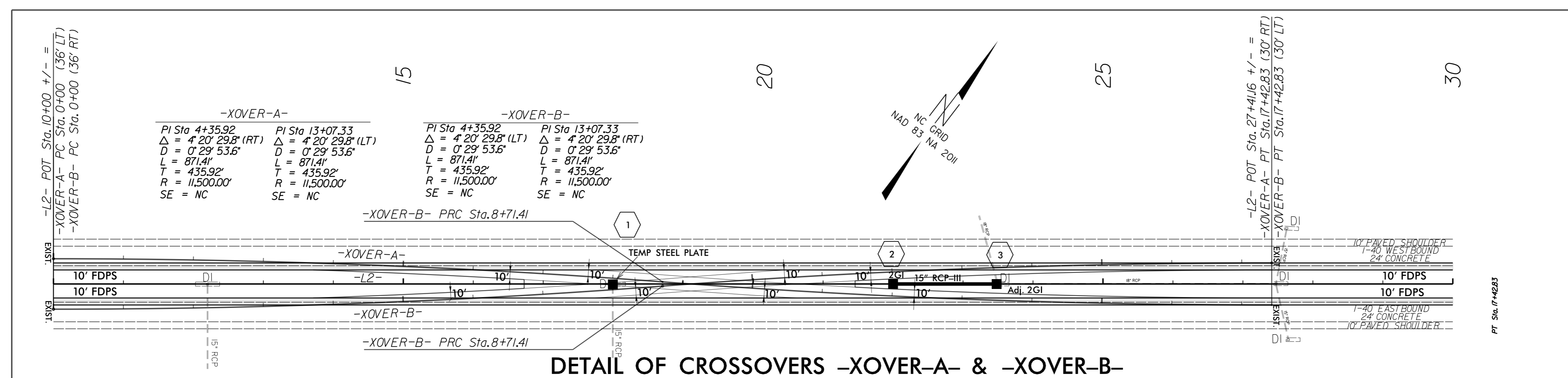
**DETAIL SHOWING TRANSITION FROM CONCRETE PAVEMENT TO ASPHALT PAVEMENT (TO BE USED AT BEGIN PROJECT AND AT-GRADE BRIDGES)**

- L1- Sta. 865 + 00 +/- TO 868 + 00 +/- (EB & WB)
- L2- Sta. 160 + 47 +/- TO 163 + 47 +/- (EB & WB)
- L2- Sta. 165 + 28 +/- TO 168 + 28 +/- (EB & WB)
- L2- Sta. 220 + 65 +/- TO 223 + 65 +/- (EB & WB)
- L2- Sta. 224 + 85 +/- TO 227 + 85 +/- (EB & WB)

\*AT PROJECT'S END (-L2- Sta. 251 + 40 +/-) MILL AS NEEDED AND TIE TO EXISTING 6" OVERLAY PERFORMED UNDER NCDOT TIP PROJECT I-3600.

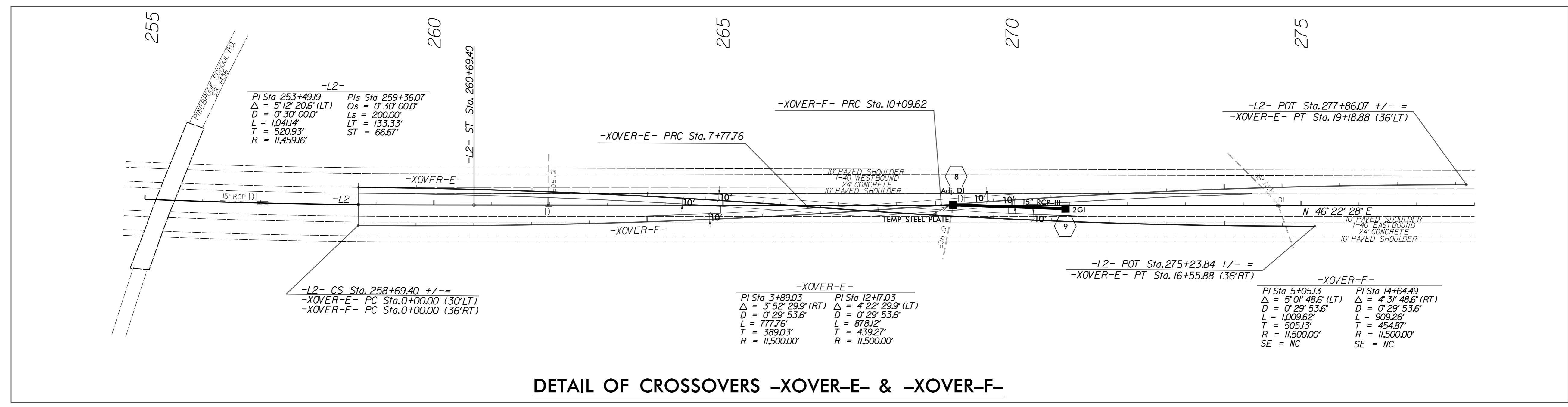
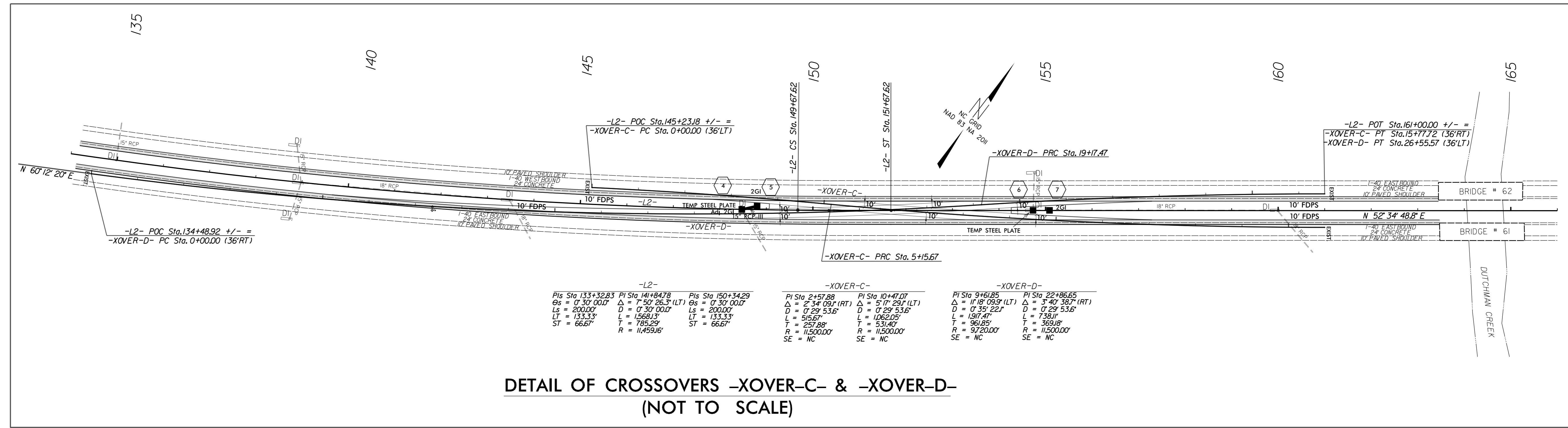
PROJECT REFERENCE NO. I-5765		SHEET NO. 2B-1	
R/W SHEET NO.			
ROADWAY DESIGN ENGINEER WILLIAM A. BLANTON SEAL 025499 1/11/2017		PAVEMENT DESIGN ENGINEER CLARK S. MORRISON SEAL 22896 1/13/2017	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>			
<b>PAVEMENT SCHEDULE</b>			
C1	3" S9.5D		
C2	1 1/2" S9.5C		
C3	VAR. DEPTH S9.5C		
D1	3" I19.0D		
D2	3" I19.0C		
D3	VAR. DEPTH I19.0C		
E1	10" B25.0C		
E2	VAR. DEPTH B25.0C		
E3	7" B25.0C		
R1	REPAIR OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (SEE DETAIL)		
R2	10" CONCRETE SLEEPER SLAB		
T	EARTH MATERIAL		
U	EXISTING PAVEMENT		
V	GEOTEXTILE FOR SOIL STABILIZATION		

I:\MAN-2017\9204\0-Davis\15765-ddc-tpj.dgn

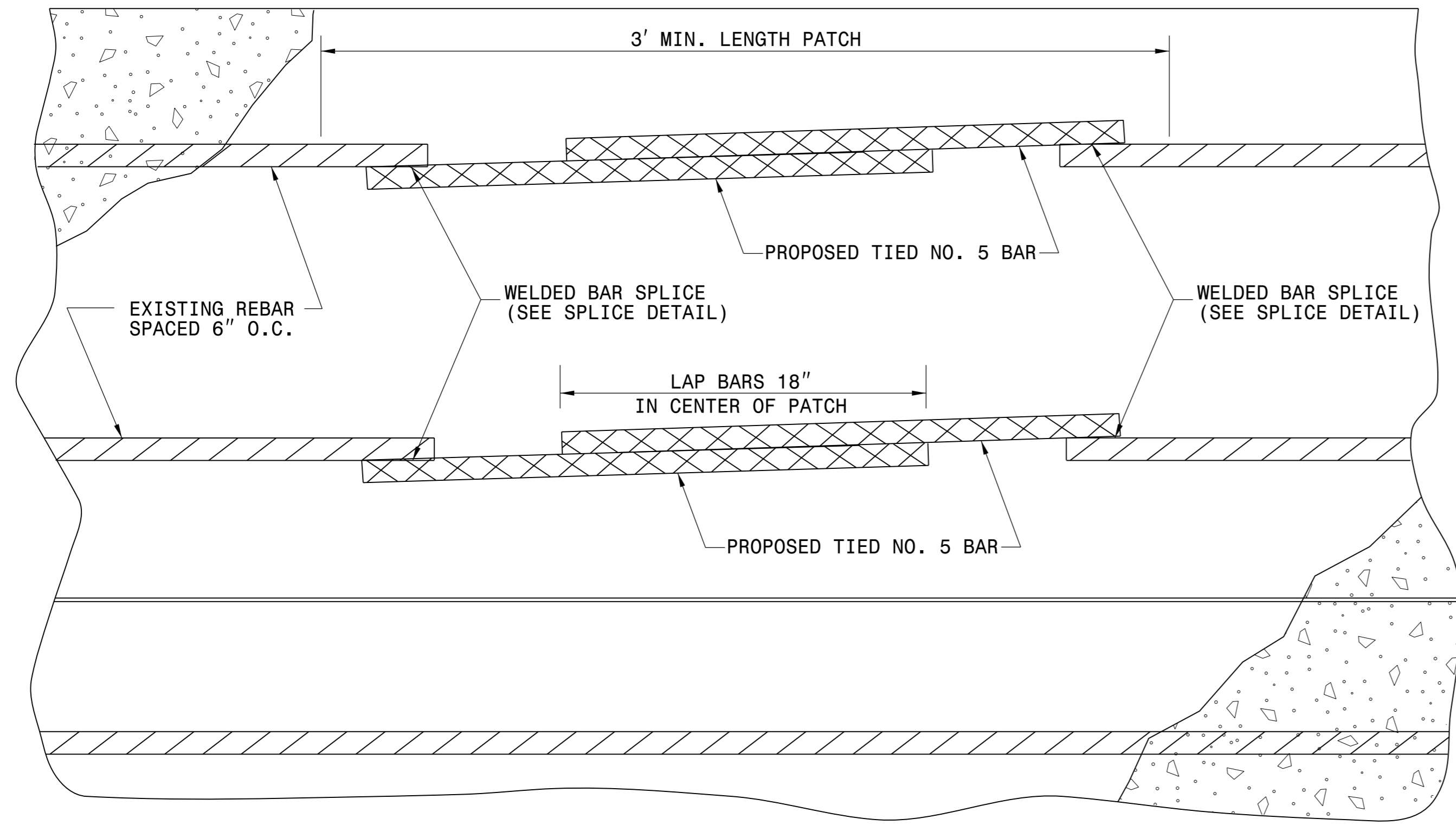


NOTES:

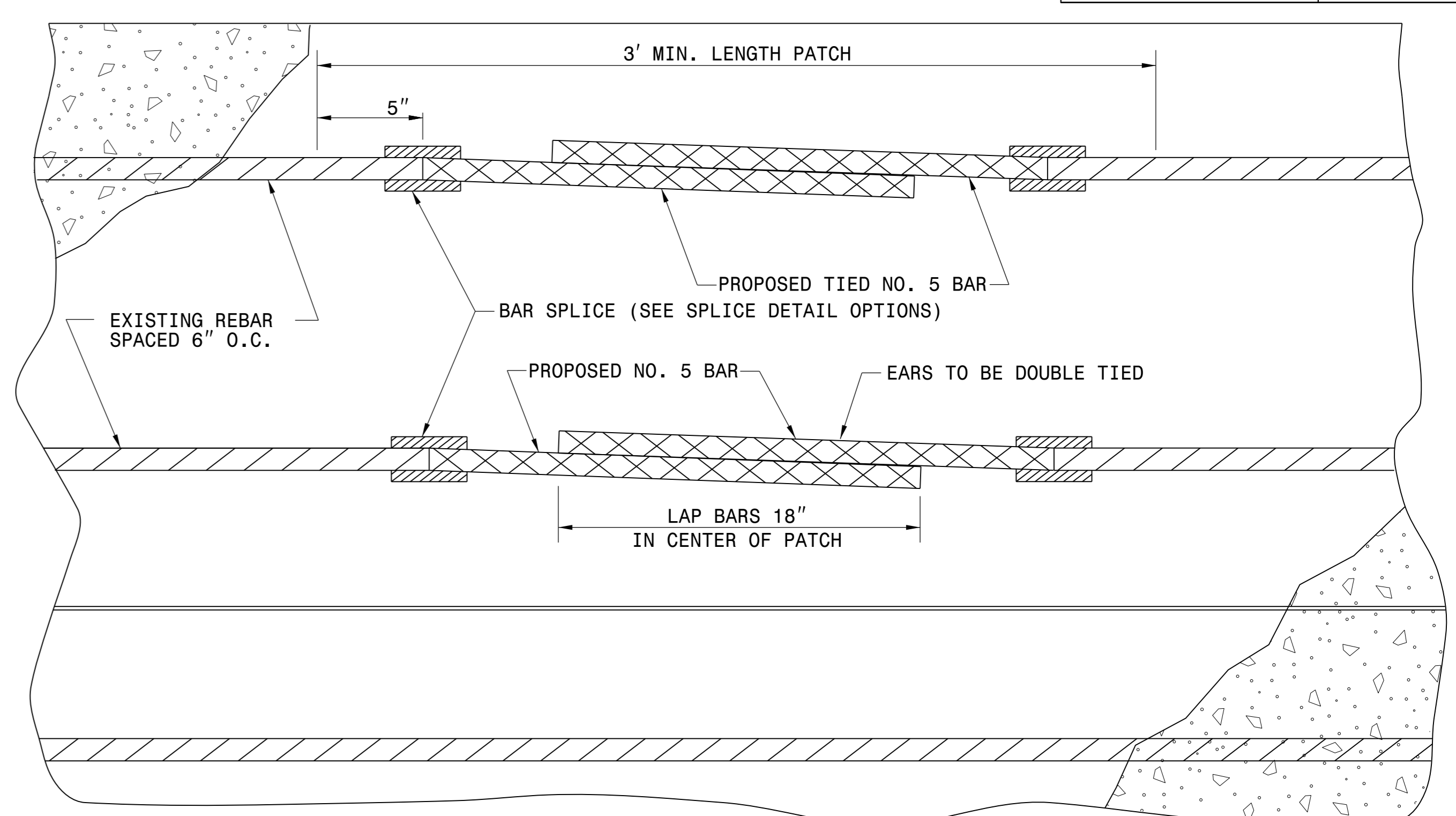
- SPECIFIC LOCATIONS, GRADES, GUIDERAIL, EROSION CONTROL AND STORM DRAINAGE ARE TO BE DETERMINED DURING CONSTRUCTION. ITEMS HAVE BEEN INCLUDED IN THE ESTIMATE TO COVER THIS WORK.
- DURING CONSTRUCTION, THE EXISTING CABLE GUIDERAIL IN THE CROSSOVER AREAS WILL BE REMOVED AND THE ENDS ATTACHED TO NEW ANCHOR UNITS. FOLLOWING CONSTRUCTION NEW CABLE GUIDERAIL WILL BE REINSTALLED IN THESE AREAS TO MATCH EXISTING CONDITIONS.



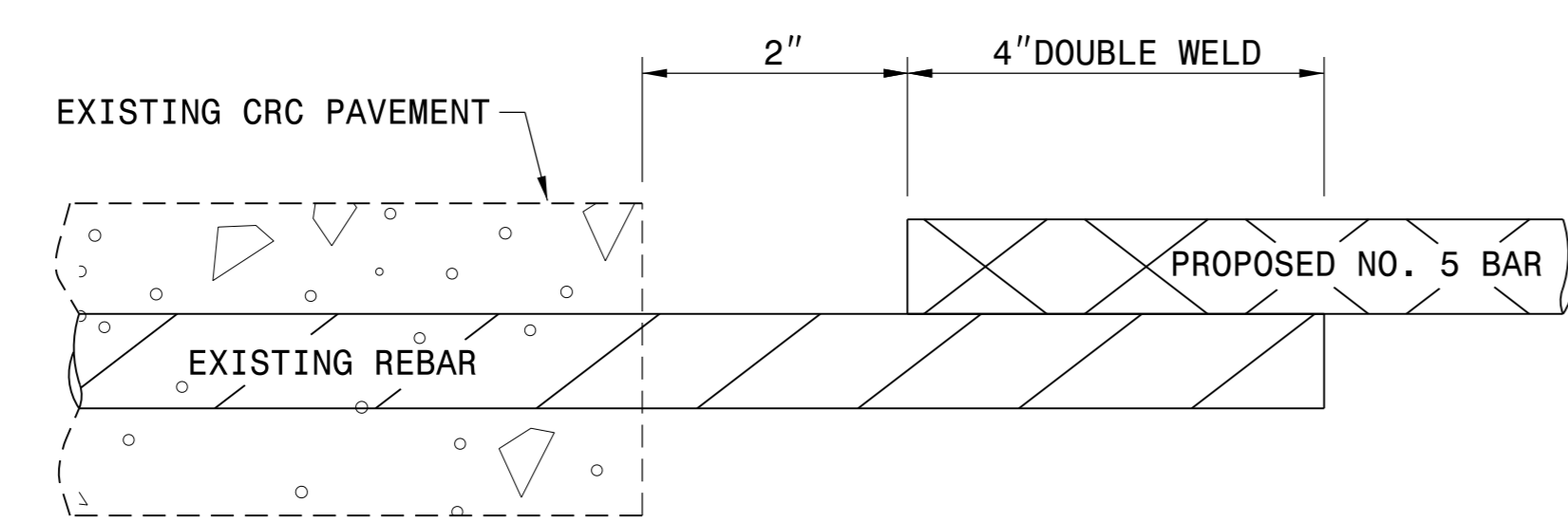
5/14/99  
 1/5/2017  
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 15765.ddc.tjg.xover.dgn



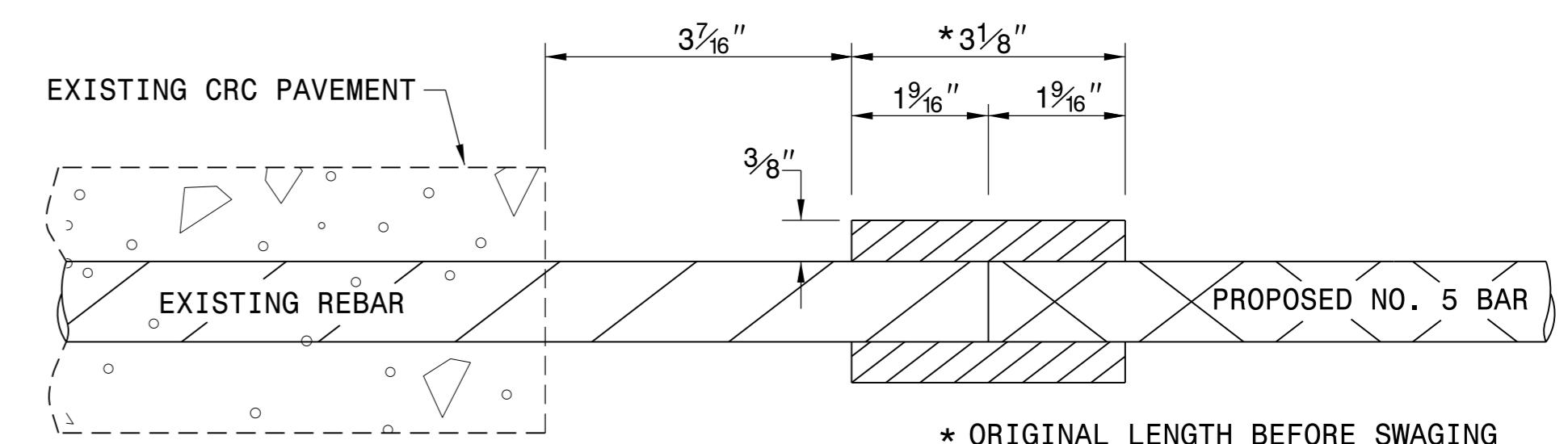
PLAN



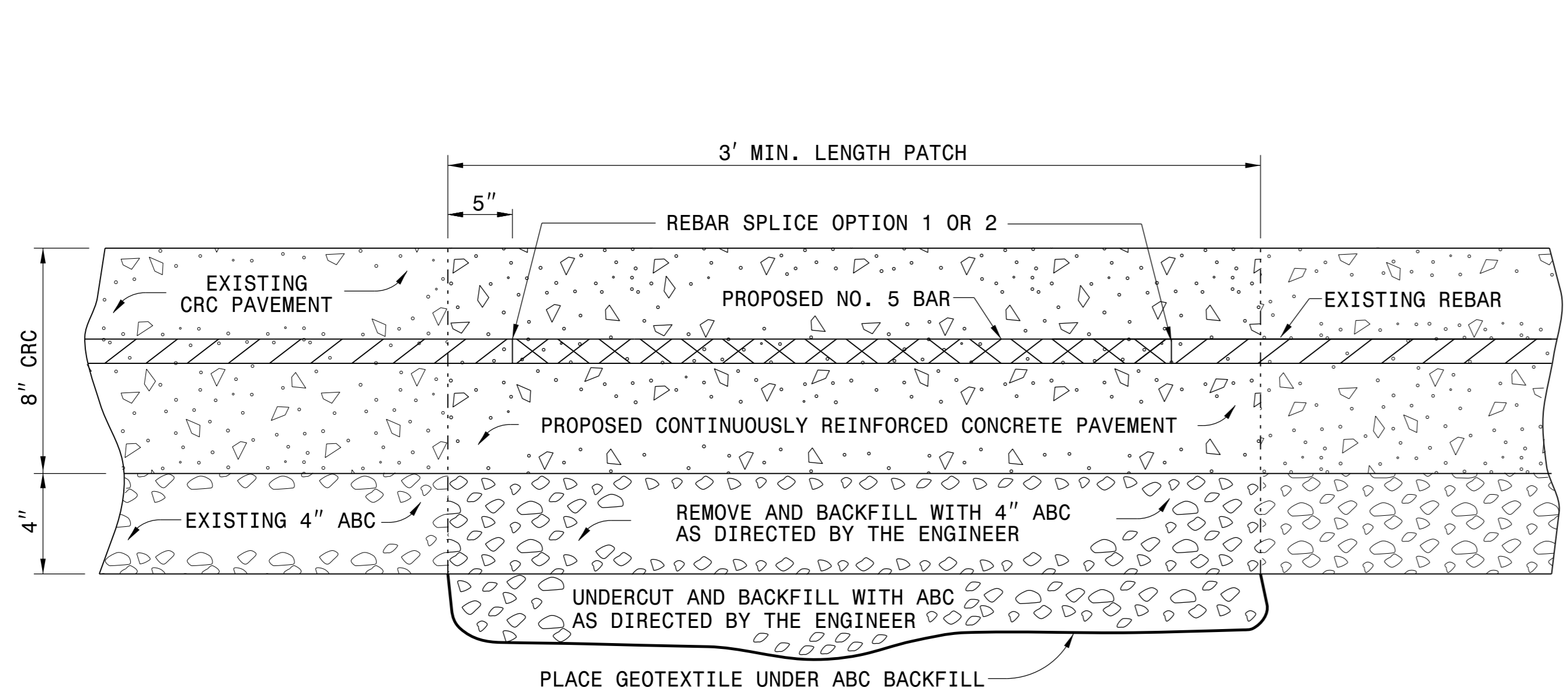
PLAN



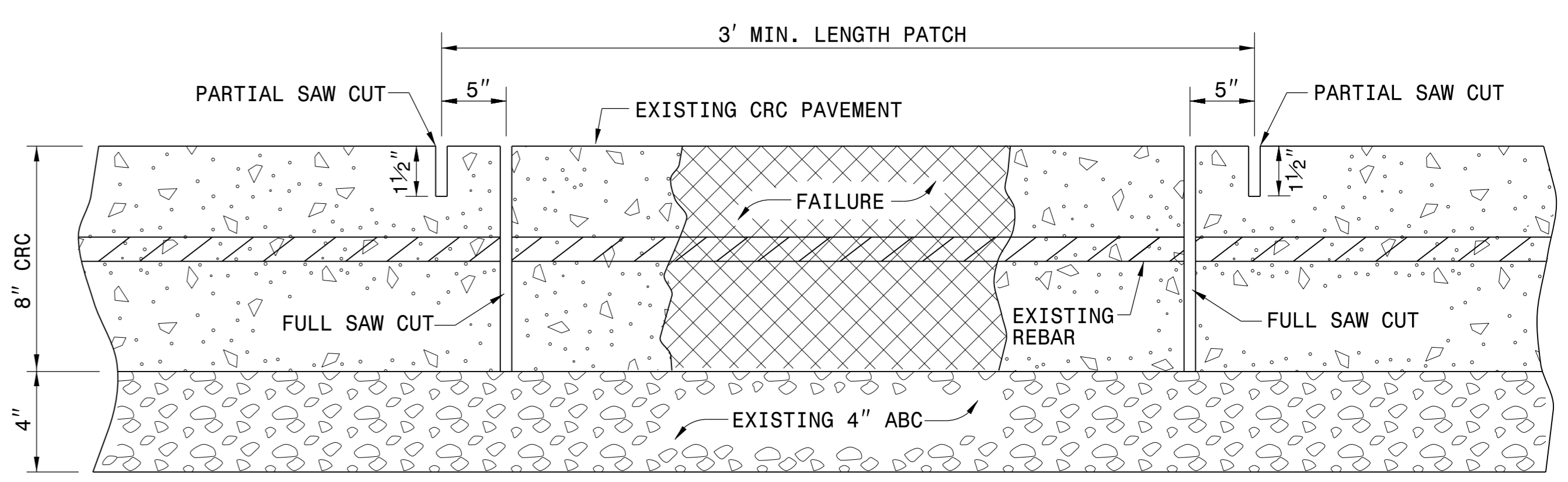
OPTION 1 - DETAIL OF WELDED SPLICE



OPTION 2 - DETAIL OF MECHANICAL SPLICE



DETAIL OF CONCRETE PAVEMENT REMOVAL AND REPLACEMENT



DETAIL OF SAW CUTS

PLACE BAR SUPPORTS ON 5' CENTERS FOR PATCHES GREATER THAN 10' IN LENGTH AND AT CENTER OF PATCH FOR REPAIRS LESS THAN 10'. HEIGHT OF SUPPORTS DETERMINED BY THE CONTRACTOR.

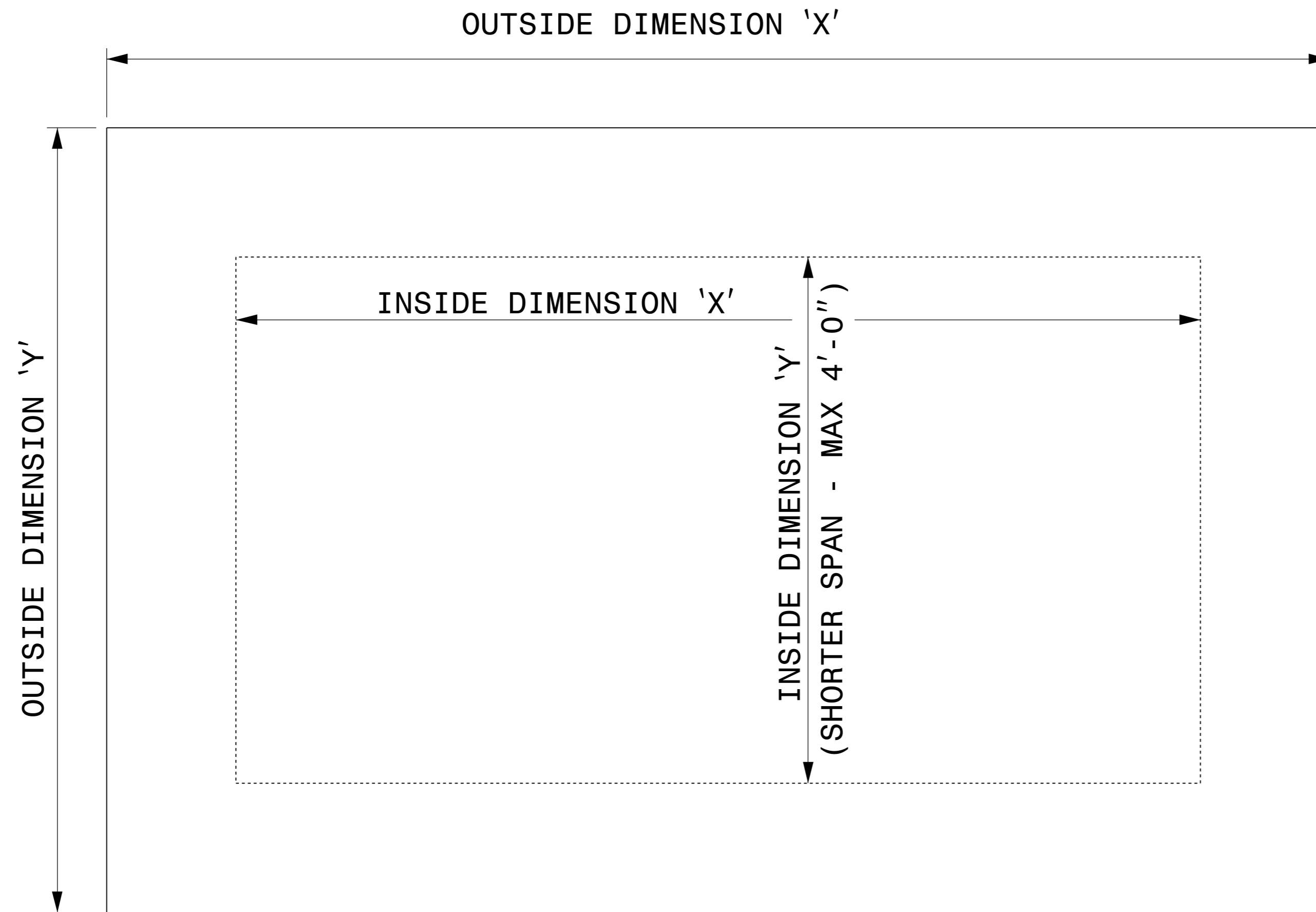


**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
Office 919-707-6950 FAX 919-250-4119

**DETAIL FOR REPAIR OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT**

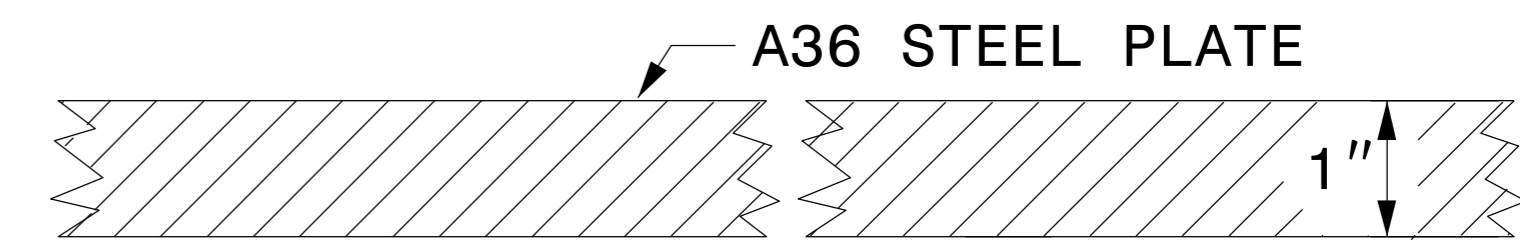
ORIGINAL BY: E.E. WARD	DATE: 4-98
MODIFIED BY: JSH	DATE: 6-13
CHECKED BY:	DATE:
FILE SPEC.: usr/details/stand/crcrepair.dgn	





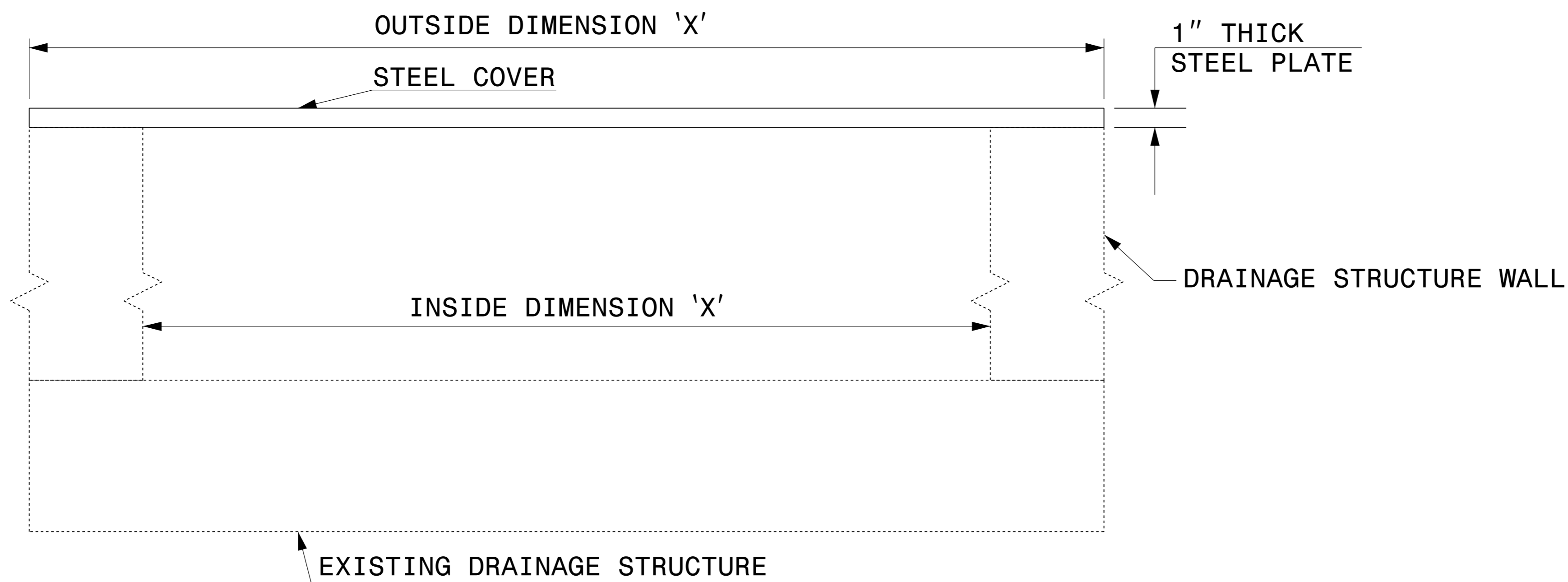
**GENERAL NOTES:**

- USE GRADE A36 STEEL
- STEEL COVERS ARE FOR TEMPORARY USE DURING PHASE CONSTRUCTION.
- FILL SHALL BE PLACED DIRECTLY OVER THE STEEL PLATES.
- SEE ROADWAY PLANS AND PROVISIONS FOR LOCATIONS
- QUANTITIES TO BE PAID FOR AT THE UNIT PRICE BID PER EACH.



**SECTION VIEW OF STEEL TOP PLATE**

**PLAN VIEWS**



**ELEVATION VIEWS**

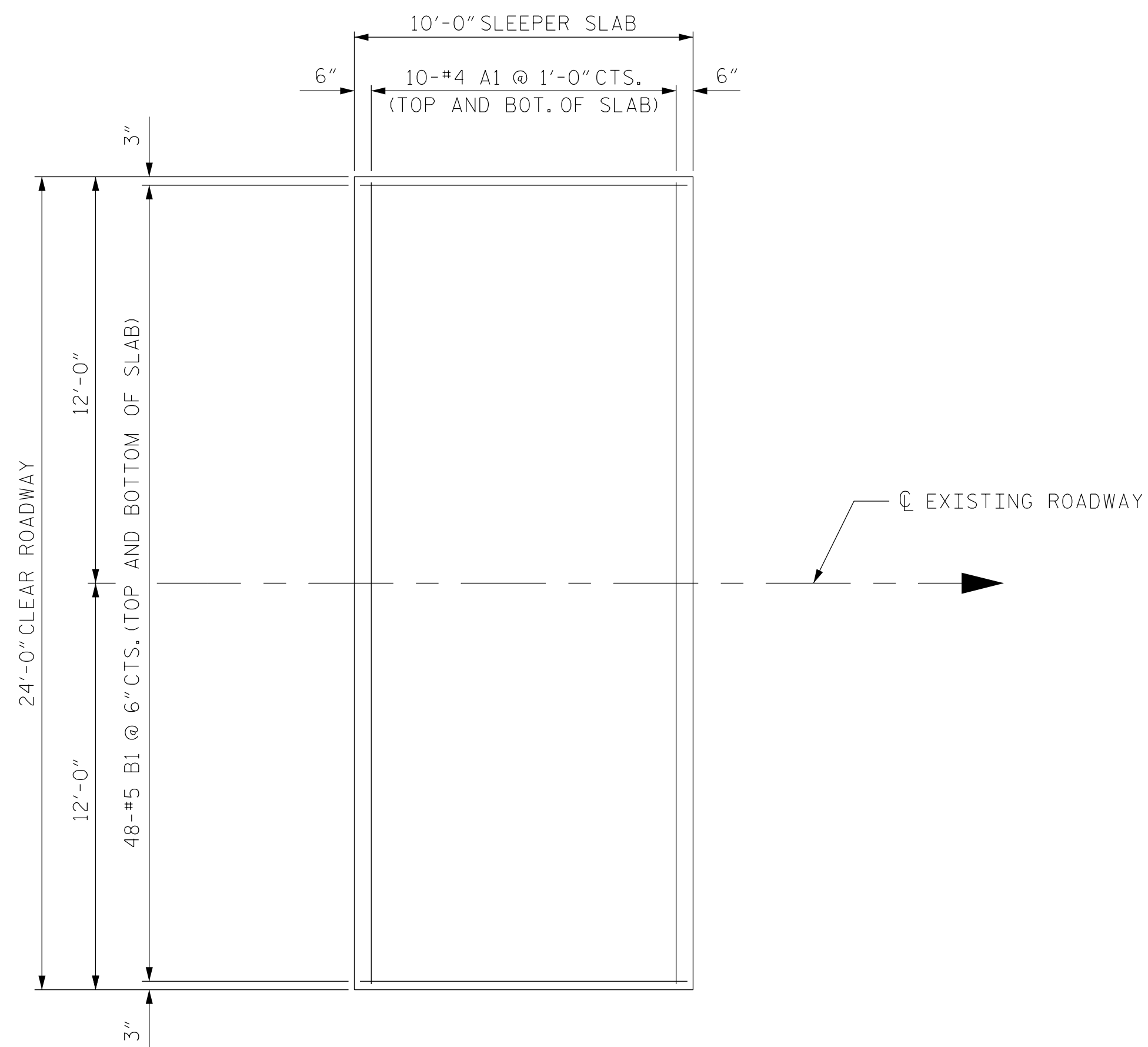


DocuSigned by:  
Joel S. Howerton  
873F3D17DCC046F... 1/4/2017

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>DETAIL OF TEMPORARY 1" STEEL COVER OVER DRAINAGE STRUCTURE</b>	
ORIGINAL BY: E.E. WARD	DATE: 2-2-98
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.: eric:/usr/details/metric/stand/st1cvr2.dgn	

\$\$\$CUTME\$\$\$\$  
 \$\$\$DATE\$\$\$\$  
 \$\$\$USER\$\$\$\$  
 \$\$\$USERNAME\$\$\$\$



PLAN OF SLEEPER SLAB

NOTES

FOR 10" CONCRETE SLEEPER SLAB, SEE SPECIAL PROVISIONS.

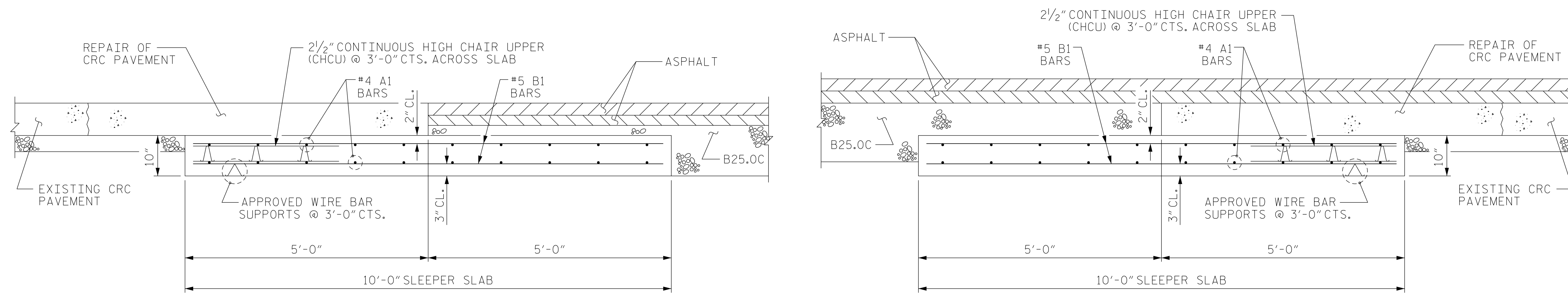
BILL OF MATERIAL

FOR ONE SLEEPER SLAB  
(10 REQ'D)

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
A1	20	#4	STR	23'-8"	316
B1	96	#5	STR	9'-8"	968

REINFORCING STEEL 1284 LBS.

CLASS AA CONCRETE 7.4 C.Y.



SECTION THRU SLAB

SEE SHEET 2B-1 FOR PAVEMENT SCHEDULE

PROJECT NO. I-5765  
DAVIE COUNTY  
STATION: 865+00.00 -L1-  
TO 277+86.07 -L2-

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

10" CONCRETE  
SLEEPER SLAB



DocuSigned by:  
Trey H. Carroll III 1/5/2017  
CS1628E09C74BE...

DRAWN BY : M.A. ALLEN DATE : 11/2016  
CHECKED BY : T.H. CARROLL DATE : 11/2016

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			2C-3
2			4			

**SUMMARY OF CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR**

IN SQUARE YARDS (SY)

LOCATION	MILEPOST	MILEPOST	LANE *(L/RT)	YD <sup>2</sup>	NO. # OF PUNCHOUT	TOTAL REPAIRS AND REMOVAL (SY)
EBL	169.14	170.00	LT	10.67	0	0
			RT	10.67	34	362.67
EBL	170.00	171.00	LT	10.67	3	32
			RT	10.67	17	181.33
EBL	171.00	172.00	LT	10.67	4	42.67
			RT	10.67	22	234.67
EBL	172.00	173.00	LT	10.67	0	0
			RT	10.67	24	256
EBL	173.00	174.00	LT	10.67	4	42.67
			RT	10.67	21	224
EBL	174.00	175.00	LT	10.67	0	0
			RT	10.67	12	128
CRC REPAIR AREAS FOR PAVEMENT TRANSITIONS						60
TOTAL:					280	3046.66
SAY:					290	3050

\*L/RT LANE LOCATION IS RELATIVE TO DIRECTION OF TRAVEL.

**SUMMARY OF EARTHWORK**

IN CUBIC YARDS

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT + %	BORROW	WASTE
<b>RIGHT</b>					
L1- 865+00 - L2- 251+40	17977				17977
<b>MEDIAN</b>					
L1- 865+00 - L2- 251+40	32061				32016
<b>LEFT</b>					
L1- 865+00 - L2- 251+40	17977				17977
<b>CROSSOVERS*</b>	7500		7500	8625	7500
<b>SHOULDER MATERIAL</b>					
L1- 865+00 - L2- 251+40			36182	41609	
<b>SUBTOTAL</b>	75515		43682	50234	75515
<b>AS PER DIVISION:</b>					
ESTIMATED 50% OF UNCL. EXC. SUITABLE FOR SHOULDER CONST. TO BE USED IN LIEU OF SHOULDER MATERIAL				-34008	-34008
<b>SUBTOTAL</b>	75515			16226	41507
<b>+5% TO REPLACE TOPSOIL AT BORROW PIT</b>				921	
<b>GRAND TOTAL</b>	75515			17037	41507
<b>SAY</b>	75520			17040	
<b>ESTIMATED SHALLOW UNDERCUT = 5500 CY (SEE SHEET 3G-1)</b>					

\*NOTE: QUANTITIES FOR EXCAVATION AND WASTE COVER THE REMOVAL OF THE CROSSOVERS ONCE CONSTRUCTION IS COMPLETE.

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**GUARDRAIL SUMMARY**

SURVEY LINE	BEG. STATION	END STATION	LOCATION	LENGTH		ANCHORS				REMOVE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	TYPE 350	CAT-1	B-83	M-350		
L1	897+24	900+68	RT.	344		1	1			344	REMOVE & REPLACE AT EXISTING LOCATION
L1	898+90	902+05	LT.	315		1	1			315	REMOVE & REPLACE AT EXISTING LOCATION
L1/L2	920+13 (L1)	20+04 (L2)	RT.	2268		1	1			2268	REMOVE & REPLACE AT EXISTING LOCATION
L2	10+21	16+47	LT.	626		1	1			626	REMOVE & REPLACE AT EXISTING LOCATION
L2	21+49	26+55	LT.	506		1	1			506	REMOVE & REPLACE AT EXISTING LOCATION
L2	45+08	53+38	RT.	830		1	1			830	REMOVE & REPLACE AT EXISTING LOCATION
L2	47+49	62+90	LT.	1541		1	1			1305	REMOVE & REPLACE AT EXISTING LOCATION
L2	70+28	73+09	RT.	281		1	1			281	REMOVE & REPLACE AT EXISTING LOCATION
L2	71+68	74+78	LT.	310		1	1			310	REMOVE & REPLACE AT EXISTING LOCATION
L2	78+97	86+77	LT.	780		1	1			780	REMOVE & REPLACE AT EXISTING LOCATION
L2	90+73	102+80	LT.	1207		1	1			1207	REMOVE & REPLACE AT EXISTING LOCATION
L2	91+30	99+52	RT.	822		1	1			822	REMOVE & REPLACE AT EXISTING LOCATION
L2	112+96	125+45	RT.	1249		1	1			1249	REMOVE & REPLACE AT EXISTING LOCATION
L2	119+45	127+70	LT.	825		1	1			825	REMOVE & REPLACE AT EXISTING LOCATION
L2	133+82	138+60	LT.	478		1	1			478	REMOVE & REPLACE AT EXISTING LOCATION
L2	140+34	149+98	RT.	964		1	1			964	REMOVE & REPLACE AT EXISTING LOCATION
L2	144+44	151+44	LT.	700		1	1			700	REMOVE & REPLACE AT EXISTING LOCATION
L2	157+69	163+50	RT.	581		1		1		581	REMOVE & REPLACE AT EXISTING LOCATION
L2	161+37.50	163+50	MED RT.	212.5				1	1	166	REMOVE & REPLACE AT EXISTING LOCATION
L2	165+30	166+55	MED RT.	125				1	1	125	REMOVE & REPLACE AT EXISTING LOCATION
L2	165+30	173+00	RT.	770						770	REMOVE & REPLACE /TIE INTO EXISTING
L2	159+94	163+46	LT.	352			1	1		352	REMOVE & REPLACE AT EXISTING LOCATION
L2	162+43	163+46	MED LT.	103				1	1	103	REMOVE & REPLACE AT EXISTING LOCATION
L2	165+26	167+38.50	MED LT.	212.5				1	1	178	REMOVE & REPLACE AT EXISTING LOCATION
L2	165+26	175+05	LT.	979		1		1		979	REMOVE & REPLACE AT EXISTING LOCATION
L2	186+83	189+27	RT.	244		1	1			244	REMOVE & REPLACE AT EXISTING LOCATION
L2	188+28	191+23	LT.	295		1	1			295	REMOVE & REPLACE AT EXISTING LOCATION
L2	219+78	223+83	RT.	405		1		1		405	REMOVE & REPLACE AT EXISTING LOCATION
L2	225+00	228+43	RT.	343			1	1		343	REMOVE & REPLACE AT EXISTING LOCATION
L2	221+56.5	223+69	MED RT.	212.5				1	1	178	REMOVE & REPLACE AT EXISTING LOCATION
L2	224+89	225+94	MED RT.	105				1	1	105	REMOVE & REPLACE AT EXISTING LOCATION
L2	220+18	223+48	LT.	330			1	1		330	REMOVE & REPLACE AT EXISTING LOCATION
L2	224+66	231+52	LT.	686		1		1		686	REMOVE & REPLACE AT EXISTING LOCATION
L2	222+54	223+57	MED LT.	103				1	1	103	REMOVE & REPLACE AT EXISTING LOCATION
L2	224+77	226+89.50	MED LT.	212.5				1	1	167	REMOVE & REPLACE AT EXISTING LOCATION
L2	240+94	247+25	RT.	631		1	1			631	REMOVE & REPLACE AT EXISTING LOCATION
SUBTOTAL				20,948						20,551	
ANCHOR DEDUCTIONS											
GRAU-350 (24 x 50.0')				-1200.0							
CAT-1 (23 x 6.25')				-143.75							
B-83 (16 x 25.0')				-400.0							
M-350 (8 x 37.5')				-300.0							
TOTAL				18,904.25		24	23	16	8	20,551	
SAY				18,912.5		24	23	16	8	20,551	
CONTINGENCY ITEM - REMOVE & RESET EXIST. CABLE GUARDRAIL = 1000 LF ADDITIONAL GUARDRAIL POSTS = 20 EA. ADDITIONAL GUIDE-RAIL POSTS = 10 EA.											
CROSSOVERS GUIDE-RAIL REMOVE EXISTING GUIDE-RAIL = 3000 LF CABLE GUIDE-RAIL = 3000 LF CABLE GUIDE-RAIL ANCHOR UNITS = 12 EA											

**SUMMARY OF ASPHALT PAVEMENT REMOVAL**

IN SQUARE YARDS

LINE	STA TO STA	LOCATION	SQ. YDS.
L1	865+00 TO 922+76	OUTSIDE	12835.56
L1	865+00 TO 922+76	MEDIAN	5134.22
L2	0+00 TO 251+40	OUTSIDE	55866.67
L2	0+00 TO 251+40	MEDIAN	22346.67
XOVER AB		MEDIAN	3077.78
XOVER CD		MEDIAN	3888.89
XOVER EF		MEDIAN	3333.33
TOTAL			106483.11
SAY			106490

**SUMMARY OF CONCRETE PAVEMENT REMOVAL**

IN SQUARE YARDS

LINE	STA TO STA	LOCATION	SQ. YDS.
L1	865+00 TO 868+00	EB & WB	1600
L2	160+47 TO 163+47	EB & WB	1600
L2	165+28 TO 168+28	EB & WB	1600
L2	220+65 TO 223+65	EB & WB	1600
L2	224+85 TO 227+85	EB & WB	1600
TOTAL			8000
SAY			8000

REVISION: FEBRUARY 9, 2017 - ADDED SUMMARY OF CONCRETE PAVEMENT REMOVAL

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5/28/99

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

## SHOULDER DRAIN SUMMARY

SURVEY LINE	STA. TO STA.	LOCATION	4" PERFOR. PIPE (FT.)	SHOULDER DRAINS (FT.)	OUTLET 4" PIPE (FT.)	OUTLET STRUCTURE	
						DRAINAGE STRUCTURE	CONCRETE PAD
-L1-	871+00 TO 899+00	OUTSIDE, RT	2800	2800			
	873+25				24	DI	
	877+00				24	DI	
	880+00				24		1
	883+00				24		1
	886+00				24		1
	889+00				24		1
	892+00				24		1
	894+00				24	DI	
	897+00				24		1
	899+00				24	DI	
-L1-	871+00 TO 899+00	OUTSIDE, LT	2800	2800			
	873+25				24	DI	
	877+00				24	DI	
	880+00				24		1
	883+00				24		1
	886+00				24		1
	889+00				24		1
	891+00				24	DI	
	894+00				24	DI	
	897+00				24		1
	899+00				24	DI	
-L2-	8+00 TO 17+00	OUTSIDE, RT	900	900			
	11+00				24		1
	14+00				24		1
	17+00				24		1
-L2-	8+00 TO 17+00	OUTSIDE, LT	900	900			
	11+00				24		1
	14+00				24		1
	17+00				24		1
-L2-	20+00 TO 47+00	OUTSIDE, RT	2700	2700			
	23+00				24		1
	26+00				24		1
	27+50				24	DI	
	30+50				24		1
	33+50				24		1
	36+00				24	DI	
	39+00				24	DI	
	42+00				24		1
	45+00				24		1
	47+00				24	DI	
-L2-	20+00 TO 47+00	OUTSIDE, LT	2700	2700			
	23+00				24		1
	26+00				24		1
	27+50				24	DI	
	30+50				24		1
	33+50				24		1
	36+50				24		1
	39+50				24		1
	42+50				24		1
	45+50				24		1
	47+00				24	DI	
-L2-	49+00 TO 56+00	OUTSIDE, RT	700	700			
	52+50				24		1
	56+00				24		1
-L2-	49+00 TO 56+00	OUTSIDE, LT	700	700			
	52+50				24		1
	56+00				24		1
-L2-	66+50 TO 86+00	OUTSIDE, RT	1950	1950			
	69+00				24	DI	
	72+00				24		1
	74+00				24	DI	
	77+00				24		1
	80+00				24		1
	83+00				24		1
	86+00				24		1
-L2-	66+50 TO 74+00	OUTSIDE, LT	750	750			
	69+00				24	DI	
	71+25				24	DI	
	74+00				24		1
-L2-	74+00 TO 86+00	INSIDE, LT	1200	1200			
	77+00				24		1
	80+00				24		1
	83+00				24	DI	
	86+00				24		1

SURVEY LINE	STA. TO STA.	LOCATION	4" PERFOR. PIPE (FT.)	SHOULDER DRAINS (FT.)	OUTLET 4" PIPE (FT.)	OUTLET STRUCTURE	
						DRAINAGE STRUCTURE	CONCRETE PAD
-L2-	151+00 TO 181+00	OUTSIDE, RT	3000	3000			
	153+00				24		1
	156+00				24		1
	159+00				24		1
	162+00				24		1
	168+00				24		1
	171+00				24		1
	174+00				24		1
	177+00				24		1
	180+00				24	DI	
-L2-	151+00 TO 181+00	OUTSIDE, LT	3000	3000			
	153+00				24		1
	156+00				24		1
	159+00				24		1
	162+00				24		1
	168+00				24		1
	171+00				24		1
	174+00				24		1
	177+00				24		1
	179+00				24	DI	
	181+00				24		1
-L2-	197+00 TO 213+00	OUTSIDE, RT	1600	1600			
	198+50				24		1
	201+50				24		1
	204+50				24		1
	207+50				24		1
	209+00				24	DI	
	212+00				24		1
-L2-	197+00 TO 213+00	OUTSIDE, LT	1600	1600			
	200+00				24		1
	203+00				24		1
	206+00				24		1
	209+00				24		1
	212+00				24		1
-L2-	217+00 TO 249+00	OUTSIDE, RT	3200	3200			
	218+50				24		1
	221+50				24	DI	
	223+50				24		1
	228+00				24		1
	231+00				24		1
	234+00				24	DI	
	237+00				24		1
	240+00				24		1
	243+00				24		1
	246+00				24		1
	249+00				24		1
-L2-	217+00 TO 251+50	OUTSIDE, LT	3450	3450			
	220+00				24		1
	223+00				24		1
	228+00				24		1
	231+00				24		1
	234+00				24	DI	
	237+75				24	DI	
	241+00				24		1
	244+00				24		1
	247+00				24		1
	250+00				24		1
	251+00				24	DI	
-L2-	249+00 TO 251+50	INSIDE, RT	250	250			
	251+50				24	DI	
TOTALS			34200	34200	2784		87
SAY			34200	34200	2800		90

05 JAN 2017 14:00 SS:\DC\2016-15-10158-24\3B-2-shoulder-drain.dgn

COMPUTED BY: WAB \_\_\_\_\_ DATE: 1/3/2017  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT NO. I-5765 SHEET NO. 3D-1

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS**

**Note: Invert Elevations indicated are for Bid Purposes only and shall not be used for project construction stakeout.  
 See "Standard Specifications For Roads and Structures, Section 300-5".**

*LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48 INCHES & UNDER)*

STATION	LOCATION (LT, RT, OR CL)	STRUCTURE NO.	TOP ELEVATION	INVERT ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	SIDE DRAIN PIPE (RCP, CSP, CAAP, HDPE, or PVC)								C.S. PIPE								R.C. PIPE CLASS III								R.C. PIPE CLASS IV								ENDWALLS STD. 838.01 838.11 OR STD. 838.80 (UNLESS NOTED OTHERWISE)	QUANTITIES FOR DRAINAGE STRUCTURES  *TOTAL L.F. FOR PAY QUANTITY SHALL BE COL. "A" + (1.3 X COL."B")	PER EACH (0' THRU 50') 5.0' THRU 10.0' 10.0' AND ABOVE	C.U. YARDS	FRAME, GRATES, AND HOOD STANDARD 840.03	CONCRETE TRANSITIONAL SECTION	DROP INLET	CATCH BASIN	D.I. STD. 840.14 OR STD. 840.15 D.I. FRAME AND GRATE STD. 840.16 G.D.I. TYPE "A" STD. 840.17 OR 840.26 G.D.I. TYPE "B" STD. 840.18 OR 840.27 G.D.I. TYPE "D" STD. 840.19 OR 840.28 G.D.I. FRAME WITH GRATE STD. 840.20 G.D.I. FRAME WITH TWO GRATES STD. 840.22 G.D.I. (N.S.) FRAME WITH GRATE STD. 840.24 G.D.I. (N.S.) FRAME WITH TWO GRATES STD. 840.24 J.B. STD. 840.31 OR 840.32	TEMPORARY STEEL PLATE COVERS ADJUST 20'	SIDE DRAIN PIPE ELBOWS NO. & SIZE	CONC. & BRICK PIPE PLUG, C.Y. STD. 840.71	CONC. COLLARS CL "B" C.Y. STD. 840.72	PIPE REMOVAL LIN. FT.	ABBREVIATIONS			
							12"	15"	18"	24"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	42"	48"															F	G	C.B.	N.D.I.
							DO NOT USE RCP	DO NOT USE CSP	DO NOT USE CAAP	DO NOT USE HDPE	.064	.064	.064	.064	.079	.079	.109	.109																																						
18+00 -L2-	CL	1																																																						
22+00 -L2-	CL	2	773.9																	144																																				
23+50 -L2-	CL	2	772	769.5																																																				
148+50 -L2-	CL	4																																																						
148+80 -L2-	CL	5	696.7																	28																																				
154+75 -L2-	CL	6	694.7	692.25																																																				
155+10 -L2-	CL	7	689	683.1																																		MATCH INVERT OF EXIST. 18" RCP																		
269+00 -L2-	CL	8																																																						
271+00 -L2-	CL	9	721.3																	190																																				
		8	719.4	714.6																																																				
SHEET TOTALS							0	0	0	0	0	0	0	0	0	0	0	0	0	362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		

RD261649

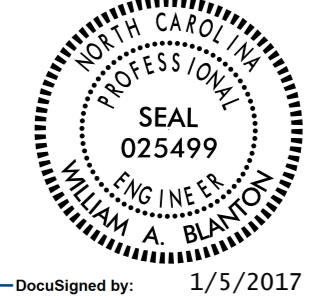
**SUMMARY OF  
AGGREGATE SUBGRADE / STABILIZATION**

LINE	Station	Station	Aggregate Type* ASU/AST	Aggregate Thickness INCHES	Shallow Undercut CY	Class IV Subgrade Stabilization TONS	Geotextile for Soil Stabilization SY	Stabilizer Aggregate TONS	Class IV Aggregate Stabilization TONS
			AST	3				500	
			CONTINGENCY (Option 3) ASU	8-12	5500	11000	16500		
			<b>TOTAL CY/TONS/SY:</b>		5500	11000	16500**	500	0

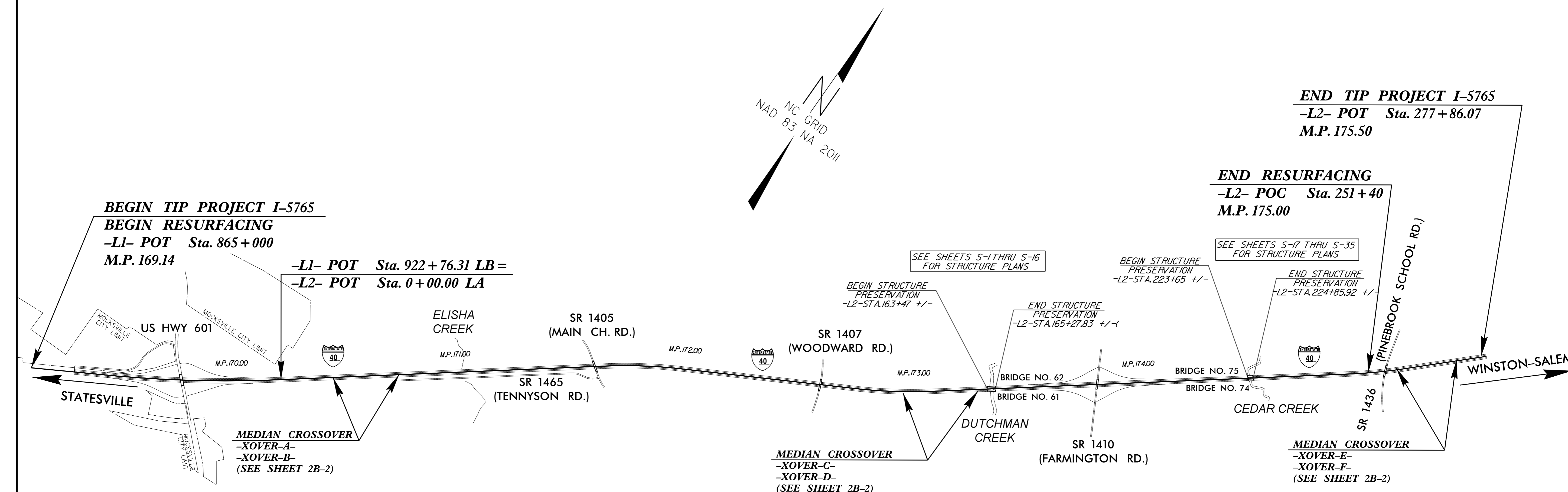
\*ASU = Aggregate Subgrade

\*AST = Aggregate Stabilization

\*\*Total square yards of "Geotextile for Soil Stabilization" is only the estimated quantity for ASU/AST and may only represent a portion of the geotextile quantity shown in the Item Sheets of the Proposal.

PROJECT REFERENCE NO.	SHEET NO.
I-5765	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
DocuSigned by: 1/5/2017 William A. Blanton	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	

5/14/99



**BEGIN TIP PROJECT I-5765**

**BEGIN RESURFACING**

**-L1- POT Sta. 865 + 000**

**M.P. 169.14**

**-L1- POT Sta. 922 + 76.31 LB =**

**-L2- POT Sta. 0 + 00.00 LA**

**END TIP PROJECT I-5765**

**-L2- POT Sta. 277 + 86.07**

**M.P. 175.50**

**END RESURFACING**

**-L2- POC Sta. 251 + 40**

**M.P. 175.00**

SEE SHEETS S-1 THRU S-16 FOR STRUCTURE PLANS

SEE SHEETS S-17 THRU S-35 FOR STRUCTURE PLANS

BEGIN STRUCTURE PRESERVATION  
-L2- STA. 163 + 47 +/-

END STRUCTURE PRESERVATION  
-L2- STA. 165 + 27.83 +/-

BEGIN STRUCTURE PRESERVATION  
-L2- STA. 223 + 65 +/-

END STRUCTURE PRESERVATION  
-L2- STA. 224 + 85.92 +/-

**MEDIAN CROSSOVER**  
-XOVER-A-  
-XOVER-B-  
(SEE SHEET 2B-2)

**MEDIAN CROSSOVER**  
-XOVER-C-  
-XOVER-D-  
(SEE SHEET 2B-2)

**MEDIAN CROSSOVER**  
-XOVER-E-  
-XOVER-F-  
(SEE SHEET 2B-2)

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